

Economy Regeneration & Housing Committee

| Date: Time: | Wednesday, 8 March 2023 6.00 p.m. |
|----------------|---------------------------------------|
| Venue: | Committee Room 1 - Wallasey Town Hall |
| | |

| Contact Officer: | Bryn Griffiths |
|------------------|-----------------------------|
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Please note that public seating is limited, therefore members of the public are encouraged to arrive in good time.

Wirral Council is fully committed to equalities and our obligations under The Equality Act 2010 and Public Sector Equality Duty. If you have any adjustments that would help you attend or participate at this meeting, please let us know as soon as possible and we would be happy to facilitate where possible. Please contact committeeservices@wirral.gov.uk

This meeting will be webcast at <u>https://wirral.public-i.tv/core/portal/home</u>

AGENDA

- 1. WELCOME AND INTRODUCTION
- 2. APOLOGIES

3. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members are asked to consider whether they have any disclosable pecuniary interests and/or any other relevant interest in connection with any item(s) on this agenda and, if so, to declare them and state the nature of the interest.

4. MINUTES (Pages 1 - 4)

To approve the minutes of the meeting of the Economy, Regeneration and Development Committee held on 26 January 2023, attached.

5. PUBLIC AND MEMBER QUESTIONS

Please telephone the Committee Services Officer if you have not received an acknowledgement of your question/statement by the deadline for submission.

5.1 **Public Questions**

Notice of question to be given in writing or by email by 12 noon, Friday 3 March 2023 to the Council's Monitoring Officer via this link: <u>Public Question Form</u> and to be dealt with in accordance with Standing Order 10.

For more information on how your personal information will be used, please see this link: <u>Document Data Protection Protocol</u> for Public Speakers at Committees | Wirral Council

Please telephone the Committee Services Officer if you have not received an acknowledgement of your question by the deadline for submission.

5.2 Statements and Petitions

Statements:

Notice of representations to be given in writing or by email by 12 noon, Friday, 3 March 2023 to the Council's Monitoring Officer (committeeservices@wirral.gov.uk) and to be dealt with in accordance with Standing Order 11.1.

Petitions:

Petitions may be presented to the Committee if provided to Democratic and Member Services no later than 10 working days before the meeting, at the discretion of the Chair. The person presenting the petition will be allowed to address the meeting briefly (not exceeding three minute) to outline the aims of the petition. The Chair will refer the matter to another appropriate body of the Council within whose terms of reference it falls without discussion, unless a relevant item appears elsewhere on the Agenda. If a petition contains more than 5,000 signatures, it will be debated at a subsequent meeting of Council for up to 15 minutes, at the discretion of the Mayor. Please telephone the Committee Services Officer if you have not received an acknowledgement of your statement/petition by the deadline for submission.

5.3 **Questions by Members**

Questions by Members to be dealt with in accordance with Standing Orders 12.3 to 12.8.

SECTION A - KEY AND OTHER DECISIONS

- 6. FREEPORTS AND MARITIME INNOVATION AND GROWTH PROJECTS (Pages 5 - 20)
- 7. DISPOSAL OF THE FORMER MINISTRY OF DEFENCE (MOD) LAND ON OLD HALL ROAD, BROMBOROUGH (Pages 21 - 28)
- 8. LIVERPOOL CITY REGION COMBINED AUTHORITY BROWNFIELD LAND, 92 GRANGE ROAD, BIRKENHEAD (Pages 29 - 38)
- 9. FUTURE HIGH STREET FUND PROGRAMME EUROPA RESIDENTIAL PHASE 1 (Pages 39 - 50)
- 10. SUSTAINABLE URBAN DEVELOPMENT WORK PACKAGE 7: BIRKENHEAD ROAD - PROPOSED ACTIVE TRAVEL SCHEME (Pages 51 - 110)

SECTION B - BUDGET AND PERFORMANCE MANAGEMENT

11. REVENUE AND CAPITAL BUDGET / MONITORING FOR QUARTER THREE (Pages 111 - 124)

SECTION C - WORK PROGRAMME / OVERVIEW AND SCRUTINY

12. WORK PROGRAMME UPDATE (Pages 125 - 134)

13. EXEMPT INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC

The following items contain exempt information.

RECOMMENDATION: That, under section 100 (A) (4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following items of business on the grounds that they involve the likely disclosure of exempt information as defined by paragraph 3 of Part I of Schedule 12A (as amended) to that Act. The Public Interest test has been applied and favours exclusion.

- 14. FREEPORTS AND MARITIME INNOVATION AND GROWTH PROJECTS - EXEMPT APPENDICES (Pages 135 - 276)
- 15. FUTURE HIGH STREET FUND PROGRAMME EUROPA PHASE 1 -EXEMPT APPENDIX 2 (Pages 277 - 278)
- 16. LIVERPOOL CITY REGION COMBINED AUTHORITY BROWNFIELD LAND - EXEMPT APPENDIX 2 (Pages 279 - 280)

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ECONOMY REGENERATION & HOUSING COMMITTEE

Thursday, 26 January 2023

42 WELCOME AND INTRODUCTION

The Chair opened the meeting and reminded everyone that the meeting was being webcast and a copy is retained on the Council's website for two years.

43 **APOLOGIES**

Apologies for absence were received from Councillor Ian Lewis

44 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Councillor Jean Robinson disclosed a personal interest in respect to her position on Wirral Growth Company in respect of agenda item 48 Budget Setting 23/24. She indicated that she would remain in the chamber during the discussion and voting of the agenda item

45 MINUTES

Resolved – That the minutes of the meeting held on 7 December 2022 be approved as a correct record

46 **PUBLIC AND MEMBER QUESTIONS**

No questions, statements or petitions from the public or Councillors had been received.

47 UTILISATION OF PROCURE PARTNERSHIPS FRAMEWORK

The Head of Regeneration Delivery presented the report of the Director of Regeneration and Place.

This report sought members' approval to authorise the Director of Regeneration and Place to utilise the Procure Partnerships Framework to appoint a suitably qualified and experienced main contractor to develop the design and carry out the construction works in relation to two major schemes.

These were the highways, public realm and active travel schemes across the Birkenhead Waterfront Programme and in Birkenhead Town Centre via the Conway Street / Europa Boulevard and Grange Road / Charing Cross / Grange Road West Movement Projects.

The project's aim was to create an environment that is safe and attractive for both pedestrians and cyclists in order to support modal shift and address the environment and climate emergency. These infrastructure improvements would be a critical pump priming element to the ongoing regeneration plans for Birkenhead and contribute significantly to creating a platform for further investment.

Members queried the Procure Partnerships scoring in regards to social and environmental considerations and if consideration was given to local suppliers. The Head of Regeneration Delivery responded to confirm that there is a standard weighting in the procurement process of 10% in respect of social value waiting as well as consideration of environmental credentials. Members were also informed that the Council put emphasis on 'meet the supplier' days with a focus on employment and educations days. The Head of Regeneration Delivery agreed to circulate to members the relevant criteria.

Resolved - that Director of Regeneration and Place be authorised to

(1) commence a procurement exercise by way of a mini tendering process via the Procure Partnerships Framework for the appointment of a main contractor to develop the design and carry out the construction works in relation to the highways, public realm and active travel schemes across the Birkenhead Waterfront Programme and in Birkenhead Town Centre via the Conway Street / Europa Boulevard and Grange Road / Charing Cross / Grange Road West Movement Projects; and

(2) appoint of a main contractor under a pre-construction services agreement following completion of a tender submission.

48 **BUDGET SETTING 2023/24**

The Director of Economy, Regeneration and Housing Committee introduced the report which enabled the Committee to consider feedback and outcomes from the Budget Workshops which had been held in recent months to facilitate discussion on the proposed budget options. The report also provided an update on the 2023/24 budget setting process with details on the most recent budget options, which were developed in response to the previously outlined budget position.

Members queried the Merseytravel Levy and asked if any representation was being made by the Council to the Liverpool City Region Combined Authority (LCRCA) regarding reduced train services. Officers assured Members that the budget setting process or the Merseytravel Levy was undertaken by the LCRCA and that representation was made by all 5 constituent Local Authorities.

Resolved – That

- (1) the Budget Workshop feedback and outcomes, as detailed appendices 2 and 3, be reported to Policy and Resources Committee for consideration.
- (2) the latest budget information provided to Policy and Resources Committee in January 2023 be noted.

49 WORK PROGRAMME UPDATE

The Lead Principal Lawyer introduced the report which reminded members that the Economy, Regeneration and Housing Committee was responsible for proposing and delivering an annual committee work programme. This work programme was to align with the corporate priorities of the Council, in particular the delivery of the key decisions which were within the remit of the Committee.

Resolved - that the content of the Economy, Regeneration and Housing Committee work programme for the remainder of the 2022/23 municipal year be noted

50 **EXEMPT INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC**

Minutes:

Resolved – That, under section 100 (A) (4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following item of business on the grounds it involves the likely disclosure of exempt information as defined by paragraph 3 of Part I of Schedule 12A (as amended) to that Act. The Public Interest test has been applied and favours exclusion.

51 **BUDGET SETTING - WORKSHOP APPENDICES**

Resolved – That the exempt appendix be noted.

52 ACQUISITION OF NATIONAL GRID LAND, NORTHSIDE

The Head of Regeneration Delivery introduced the report.

Resolved – That the recommendations as detailed in the report be approved.

53 HIND STREET REGENERATION – PROCUREMENT OF GRANT FUNDING ENABLEMENT WORKS

The Head of Regeneration Delivery introduced the report.

Resolved – That the recommendations as detailed in the report be approved.

WIRRAL

ECONOMY REGENERATION & HOUSING COMMITTEE

Wednesday, 8 March 2023

| REPORT TITLE: | FREEPORTS AND MARITIME INNOVATION AND |
|---------------|---------------------------------------|
| | GROWTH PROJECTS |
| REPORT OF: | DIRECTOR OF REGENERATION AND PLACE |

REPORT SUMMARY

This report provides Members with an update regarding the status of Liverpool City Region Freeport ('LCR Freeport') and seeks authorisation for the Director of Law and Governance to negotiate, finalise and sign the Memorandum of Understanding ('MoU') between Wirral Council, The Secretary of State for Levelling Up, Housing and Communities, Liverpool City Region Combined Authority (LCRCA), Liverpool City Region Freeport Governing Body, Halton Borough Council, and St Helens Borough Council. The MoU sets out the terms, principles and practices that will apply to the working relationship between the parties in respect of the delivery and administration of the Liverpool City Region Freeport.

This report also seeks approval to establish a Wirral Freeport Investment Fund. Government arrangements for Freeports allows for any growth in business rates above an agreed baseline within the designated Freeport Tax Site area to be retained by the Council as Billing Authority over a guaranteed 25-year period and re-invested to stimulate further development. The Council will be able to use this growth to fund borrowing to increase investment within the Tax Site and bring forward regeneration more quickly and promote further growth. A Business Case has been produced which sets out the strategic, economic, financial and commercial case for establishing the Fund, as well as the proposed governance and management arrangements required to enable operation and oversight of the Fund. Proposals for funding will be subject to a full and robust appraisal process and considered and decided on a case-by-case basis as they come forward.

The LCR Freeport represents a significant regeneration opportunity for Wirral and the wider city region. The Wirral Freeport Tax Site supports the economic and regeneration ambitions of the Wirral Plan 2021-26, Birkenhead 2040 Framework, and Wirral Economic Strategy 2021-26. The proposals contained in this report directly supports the following key theme within the Wirral Plan:

• A thriving and inclusive economy, creating jobs and opportunities for all.

This matter is a Key Decision and affects the wards of Seacombe and Bidston & St James.

Appendices 1 to 3 of this report are exempt from publication by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

RECOMMENDATIONS

The Economy, Regeneration and Housing Committee is requested to:

- 1 Delegate authority to the Director of Law and Governance (in consultation with the Director of Regeneration and Place, and the Director of Finance):
 - (a) to negotiate, finalise and sign the Memorandum of Understanding (substantially in accordance with the draft set out in the exempt Appendix 2 to this report) relating to the terms, principles and practices that will apply to the working relationship between the parties regarding the delivery and administration of the Liverpool City Region Freeport.
 - (b) To negotiate and complete any associated legal documentation which aligns with the principles set out in the proposed Memorandum of Understanding.
- 2 Endorse the Business Case for establishing the Wirral Freeport Investment Fund.
- 3 Recommend to Policy and Resources Committee:
 - (a) that the Wirral Freeport Investment Fund is established from 1 April 2023 (or as soon as regulations designate the Wirral Waters Tax Site for business rates retention purposes) and is managed and operated according to the arrangements detailed within this report and accompanying Business Case and the principles set out in the draft Retained Business Rates Strategy which forms a component of the Memorandum of Understanding.
 - (b) that growth in business rates above the baseline within the Wirral Freeport Tax Site is held to a ring-fenced reserve which would fund:
 - investment in approved projects and the future repayment of capital borrowing for investments made by the Wirral Freeport Investment Fund;
 - the annual costs required to resource the administration and management of the Wirral Freeport Investment Fund from financial year 2023/24;
 - the Council's pro-rata annual contribution to the Liverpool City Region (LCR) Freeport Management Team costs from financial year 2024/25;

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATION/S

- 1.1 The LCR Freeport represents a significant regeneration opportunity for Wirral and the wider city region. The implementation of a programme of investment for the designated Wirral Freeport Tax Site through Seed Capital Funds and other policy levers available to the Council such as the proposed Wirral Freeport Investment Fund supports the economic and regeneration ambitions of the Wirral Plan 2021-26, the Birkenhead 2040 Framework and the Wirral Economic Strategy 2021-26.
- 1.2 The Memorandum of Understanding ('MoU') will formalise the key commitments made by all signatories, including Wirral Council, to agree to work together and cooperate in good faith to deliver and realise the strategic objectives of the Freeport and honour their obligations as articulated in the approved LCR Freeport Full Business Case and the MoU.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Members could decide not to agree to the MoU. This is not considered to be appropriate as it could significantly jeopardise the intended delivery of the LCR Freeport in accordance with the Full Business Case, which has recently been approved by Government. It could also put at risk the receipt of £25m Seed Capital grant allocated to the LCR Freeport by Government, of which £8m is notionally allocated to the Wirral Waters Tax Site area for potential investment.
- 2.2 Members could decide not to endorse the Business Case to establish a Wirral Freeport Investment Fund, however this would present a significant opportunity cost to the Council in not utilising the tax increment finance instrument that is available for a guaranteed 25 years to accelerate investment, growth and job creation and other benefits. This position would also be contrary to the LCR Freeport Full Business Case, as well as the ambitions of the Wirral Economic Strategy and Birkenhead 2040 Framework. The Council currently retains 100% of its business rates growth under the pilot LCR Business Rates Retention Scheme. The pilot is however a temporary arrangement renewed on an annual basis and unlike the proposed Freeport proposal provides no guarantee for future retention nor incentives for businesses.

3.0 BACKGROUND INFORMATION

Freeports

- 3.1 Freeports are specific geographic areas with streamlined planning processes, a package of tax reliefs, simplified customs procedures and duty suspensions on goods. The Government's Freeport policy has 3 core objectives to:
 - Establish national hubs for global trade and investment across the UK.
 - Promote regeneration and job creation; and
 - Create a 'hotbed' of innovation.
- 3.2 In the Budget on 3rd March 2021, the Chancellor of the Exchequer announced a range of Freeport tax incentives and reliefs for eligible businesses proposed for Freeports. Freeport areas will not have uniform rules for the entire area, but will

contain tax sites, customs sites and, where applicable, joint tax and customs sites. The relevant tax and customs incentives will therefore be applicable to the relevant 'site' within a Freeport area.

Freeport Tax Site Incentives

- 3.3 Businesses will be able to claim reliefs from key business taxes within the bounds of a Freeport Tax Site which include:
 - Stamp Duty Land Tax (SDLT) Relief applied up to March 2026 on land purchases within tax sites, subject to qualifying commercial activity;
 - Enhanced Capital Allowances which are reliefs for qualifying new plant and machinery assets investments up to September 2026;
 - Enhanced Structures and Buildings Allowance, which are reliefs for construction or renovation of non-residential structures at tax sites up to September 2026;
 - Employment tax incentives and National Insurance Contribution rate relief with a 0% rate per employee who spends at least 60% of their time at the tax site, applied for up to 3 years on earnings up to £25,000. The relief is intended to be available for up to 9 years from April 2022. Part way through this period, the government intends to review this relief and decide whether it should be continued up to its end date in 2031. The relief will end no earlier than April 2026;
 - Business Rate Relief comprising up to 100% relief for newly formed businesses and businesses relocating to a tax site available up to September 2026 and applied for 5 years. The cost of this relief will be fully reimbursed to the local authority by central government;
 - Local Retention of Business Rates Uplift, enabling councils to retain business rates growth within the tax site above an agreed baseline. This will be guaranteed for 25 years, giving councils the certainty needed to borrow to invest in regeneration and infrastructure that will support further growth.

Freeport Customs Site Incentives

- 3.4 Businesses operating within Freeport customs sites will receive tariff benefits that can be applied for as follows:
 - Duty deferral while goods remain on site;
 - Duty inversion meaning that if finished goods exit the site at a lower tariff rate than their component parts duty will be paid at the lower rate;
 - Simplified declaration requirements; and
 - Customs duty exemption meaning that goods imported into the site, processed into finished goods then re-exported will not trigger VAT or duty.

Liverpool City Region Freeport Business Case

3.5 Following a call for Expressions of Interest, the Chancellor of The Exchequer announced in the March 2021 Budget that the Liverpool City Region had been selected to progress to the next stage of bidding along with 7 other areas in England.

- 3.6 The awarding of Freeport status by Government has been subject to the submission and approval of a robust business case, which started with the Outline Business Case which was submitted to the Department for Levelling Up, Housing and Communities ('DLUHC') by the LCRCA on 10th September 2021. Following appraisal, designation of LCR Freeport status took effect from 22nd March 2022, with a final Full Business Case then submitted to DLUHC on 14th April 2022 which was endorsed by the LCRCA.
- 3.7 On 23rd December 2022, Government gave final approval to the Full Business Case, as announced on 10th January 2023. The LCR Freeport is now operational as the three components of an operational Freeport are now met, these are:
 - an approved full business case;
 - published tax site maps; and
 - a published designation order for a Primary Customs Site.
- 3.8 The LCR Freeport business case is underpinned by a common set of values with the aim of making a key contribution to the LCR's inclusive economy ambitions by virtue of:
 - Collaboration on efforts to drive social mobility, equality, and inclusion;
 - Continuous assessment of core skills requirements and a proactive collaborative approach with key skills providers;
 - Consideration of activities in line with Fair Employment Charter / Real Living Wage;
 - Effective promotion of job opportunities to all communities via local recruitment channels; and
 - Promotion of low carbon initiatives and helping deliver the Net Zero ambitions of the LCR.
- 3.9 The purpose behind the LCR Freeport is to support the future success of key sectors and prime businesses including:
 - Logistics, including smart or advanced logistics;
 - Manufacturing, including suppliers to Civil Nuclear;
 - Automotive;
 - Health & Life Sciences, including manufacturing, Research and Development ;
 - Maritime;
 - Low carbon transport;
 - Food and Fast-Moving Consumer Goods;
 - Low carbon energy, including hydrogen, tidal and offshore;
 - Research and innovation;
 - Skills and further education providers; and
 - Business involved in freeport related global trade.
- 3.10 The Freeport offers significant inward investment and regeneration opportunities for the LCR. Government has provided an indicative Seed Capital Funding investment award of £25m to the LCR Freeport to support major projects, with an additional £300k of revenue per annum for operational management capacity for up to four years. £8m of the Seed Capital Funding will be allocated to projects in the Wirral Waters Tax Site area with the intention that this is focused on supporting regeneration of the area and in particular infrastructure works focused on projects to

address significant constraints to development, the allocation of which is subject to full appraisal and approval of project business cases via an assurance process to be overseen by the LCRCA as Accountable Body and must be invested in a suitable project by March 2025. Other benefits will include a Skills and Innovation Package to enable local people to better access employment opportunities and support the development of local SME businesses to innovate and address the LCR Freeport Innovation Grand Challenges.

- 3.11 The three LCR Freeport tax sites are:
 - Parkside which is a strategic employment site in St Helens;
 - 3MG Widnes which is a Mersey Multimodal Gateway in Halton; and
 - Wirral Waters which comprises a significant dockside area in Wirral.

The LCR Freeport Tax Site boundaries can be viewed here: <u>https://www.gov.uk/government/publications/maps-of-liverpool-city-region-freeport-tax-sites</u>

3.12 Several customs sites across advanced and bio-manufacturing, and logistics locations are undergoing an approval process with Government/HMRC. The first Customs Site Operator to have gained authorisation via this process is located in St Helens and became operational on 7th December 2022. Prospective Customs Site Operators can access specialist support via the LCR Freeport Team.

LCR Freeport Governance

- 3.13 Liverpool City Region Combined Authority is the Accountable Body for Liverpool City Region Freeport and is accountable to DLUHC for the use of public money including the Seed Capital and Capacity Funding grants, and for ensuring the good functioning of the Freeport through a governing body which is the newly established LCR Freeport Management Board. The role of the LCR Freeport Management Board is to be accountable for ensuring the achievement of the Freeport's strategic objectives and effective delivery in line with the expectations of the Full Business Case agreed by government. Through its Chair, the Board will be responsible to the Combined Authority. Operational matters will be overseen by a newly established LCR Freeport Management Team. This team will be funded directly by Government for the first 3 to 4 years with a revenue grant of £300K per annum. Beyond this funding it is proposed that a proportion of business rate uplift achieved by the Tax Site Authorities related to Freeport development is collected with a view to funding the Freeport Management Team.
- 3.14 All businesses within the Freeport boundary will be entitled to the HMRC Benefits as they apply. An LCR Freeport Gateway Policy has been developed to mitigate displacement issues and ensure the flexible elements of HM Treasury benefits effectively target Freeport policy ambitions. This policy relates to the application of business rates relief and tax increment finance awards. The Gateway Policy sets out the LCR Freeport Objectives as:
 - To establish a hub for global trade and investment in Liverpool City Region;
 - To deliver local regeneration, levelling up and inclusive quality jobs to communities of need;

- To create a hotbed of innovation; and
- Deliver the LCR Freeport Net Zero Ambition.
- 3.15 The Freeport Board will manage the operation of the Gateway Policy and award qualifying status recommendations for business applications to Tax Site Authorities. In summary the Gateway Policy will require a business to fulfil the sectoral and core values of the LCR Freeport as laid out in Section 3.8 and 3.9 of this report. In addition, to mitigate displacement effects, if the proposal represents a relocation, the prospective developer/occupier will need to clearly demonstrate how the new operation represents incremental investment and employment with proof that no appropriate expansion space is available at the previous site.
- 3.16 The relevant local council and landowner/developers will be notified by the Freeport Management Board of the decision relating to the occupier proposed for the Tax Site. If approved as a qualifying business by the Freeport Management Board, the relevant local council then has the authority to determine if the occupier should receive 100% Business Rates Relief for 5 years in addition to the other tax and national insurance reliefs and capital allowances that can be applied for direct from HMRC.
- 3.17 In the event the occupier is not approved as a qualifying business, the landowner developer or occupier will have the right to appeal to the Freeport Appeals Panel administered by the LCR Combined Authority.

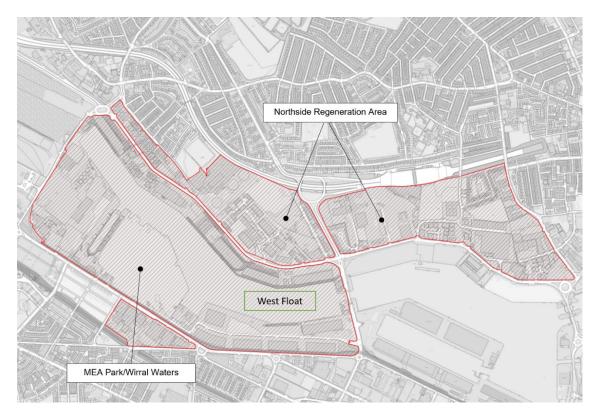
Opportunities for Investment: Wirral Freeport Investment Fund

- 3.18 The designation of a Freeport Tax Site in Wirral presents an opportunity to support inward investment in Wirral in line with the key sectoral and spatial priorities of the Birkenhead 2040 Framework. In addition, Government policy and legislation for Freeport Zones in England provides for any uplift in business rates within the Tax Site area to be invested through borrowings based on expected growth in business rates in the Site, which the Council will fully retain over a guaranteed 25-year life of the Freeport with the aim of stimulating further development and growth. This uplift is calculated against a government approved baseline position set as at March 2022.
- 3.19 An Investment Fund is one way of funding new growth in the Freeport, alongside other Government backed incentives to developers and investors. The Government introduced tax increment financing (TIF) schemes, founded on the Business Rates Retention Scheme introduced in 2013-14. Under these schemes, local authorities may borrow for infrastructure projects, against the future growth in business rate receipts which will result from the projects. This provides the Council with the ability to invest to support the development of commercial premises and infrastructure within the Freeport Tax Site to both grow the scale of the investment fund (more business rates equals more funds to invest) and deliver investment in support of regeneration, innovation, jobs and opportunities for local people.
- 3.20 In summer 2022, Wirral Council commissioned Amion Consulting to support officers in the preparation of a detailed business case for establishing a Wirral Freeport Investment Fund which is attached to this report as Appendix 1. Appendix 1 of this report is exempt from publication by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972. A working group of officers from Economic

Growth, Regeneration Delivery, Finance and Treasury Management has inputted into its development which sets out the strategic, economic, financial and commercial case for establishing the Fund, as well as the proposed governance and management arrangements required to enable effective operation and oversight of the Fund.

3.21 The Wirral Freeport Tax Site covers approximately 170 hectares encompassing the Northside Regeneration Area (area north of Dock Road) and the western areas of the Birkenhead Dock Estate centred around West Float, including Peel Land and Property's proposed Maritime, Energy and Automotive Park (MEA Park) as shown in by the hatched areas in Figure 1. (The illustration below shows a red line plan of the Northside Regeneration Area and West Float at Wirral Waters. It may not be suitable to view for people with disabilities, users of assistive technology or mobile phone devices. Please contact Stephen Chapman – <u>stephenchapman@wirral.gov.uk</u> if you would like this document in an accessible format)

Figure 1:



- 3.22 The Freeport Tax Site in Wirral includes undeveloped land which overlaps with, and already forms part of, the existing Wirral Waters Enterprise Zone area, which has been supported by an established Council-led TIF instrument named the Wirral Waters Investment Fund (WWIF), which is operable up to 1st April 2037. The design of the proposed new fund draws on the Council's 10-year experience of managing the WWIF and could support a range of activities including:
 - Upgrading infrastructure within the Freeport Tax Site;
 - Addressing poor site conditions arising from former dock and industrial uses;

- Viability gap support for new commercial premises that attracts inward investment; and
- Measures that promote sustainability and enhanced community wealth.
- 3.23 It is intended that the WWIF will be superseded by the Freeport Investment Fund which once established will provide a single financial instrument for new investments. Residual funding commitments made through WWIF to date will be incorporated into the financial model for the new Freeport Investment Fund. In practice, this means new investment in projects through WWIF will be discontinued, whilst repayment of borrowing commitments made through WWIF will continue as profiled over the remaining life of the Enterprise Zone to 2037. This approach will enable effective financial management of the respective retained rates accounts through a single framework which can inform future investment decisions based on business rates monitoring data and regularly updated development pipeline forecasts.
- 3.24 The value of the investment fund available depends on the scale of new development occurring on the Wirral Tax Site. Through detailed modelling undertaken, it is estimated in a central case scenario that development could support a Wirral Freeport Investment Fund of an indicative £15m to invest over the next 5 years, supported by predicted future business rate growth. This could lead to the creation of nearly 800 new jobs and once developed, this level of activity would contribute nearly £50m of economic value to Wirral annually. It would also grow the business rates income to Wirral Council by about £1.2m per annum.
- 3.25 It is important to note that proposals to the Freeport Investment Fund will be considered for funding on a case-by-case basis as they come forward and will be subject to a full and robust appraisal process. Projects satisfying the appraisal process will, dependent on their value, be recommended to this Committee for approval of funding or otherwise approved in accordance with the existing scheme of delegation.
- 3.26 The Fund will operate on an Expression of Interest, Business Case and Funding Agreement basis. This will enable the Council to determine the broad alignment of proposals with Freeport and wider policy objectives, confirm the scale of the allocation and potential funding strategy and establish parameters for any detailed application. At Business Case Stage the proposer will be required to demonstrate compliance with HM Treasury Green Book principles, including the proportionality principle that larger projects are required to provide a greater level of detail and evidence to support their project proposal.
- 3.27 Applications/business cases received to the Freeport Investment Fund will be subject to a proportionate application fee payable to the Council. This will contribute to the costs of securing independent expertise in relation to technical elements of the bid appraisal process. This will relate to areas that may lie outside of the specialism of Council officers or where further due diligence needs to be performed to manage the Council's risk exposure.
- 3.28 Exempt Appendix 1 of this report sets out the detailed business case for establishing the Wirral Freeport Investment Fund. In summary, there is a clear rationale for the

Council to create a fund to promote investment and economic growth within the Freeport to:

- Support the strategic objectives of Wirral Council, with Wirral Waters and Northside representing key economic areas and catalysts for the wider regeneration of Birkenhead and the Leftbank;
- Ensure that opportunities to embed the key principles of sustainability and community wealth building within new development are maximised in the delivery of new commercial activity;
- Address specific barriers acting as a constraint to the development of sites at Wirral Waters and Northside, associated with the dockside location and legacy of former industrial uses, ensuring that this zone is able to fulfil economic requirements in accordance with emerging Local Plan policies;
- Complement financial levers established through the Freeport designation to secure inward investment and growth opportunities, particularly within target sectors linked to maritime, energy, advanced manufacturing and logistics; and
- Promote investment in support of wider regeneration, creating opportunities for employment and training adjacent to some of the most deprived communities within England.

4.0 FINANCIAL IMPLICATIONS

- 4.1 Up to 100% Business Rate Relief may be applied by Tax Site Authorities for newly formed businesses and businesses relocating to a tax site, available up to September 2026 and applied for 5 years. The cost of applying this relief will be fully reimbursed by central government. Relief will be determined in each case having reference to the LCR Freeport governance arrangements and government guidance provided to local authorities covering Freeports Business Rate Relief.
- 4.2 The Freeport tax sites are to be classed by government as a designated area for the purpose of the local retention of non-domestic rates with effect from 1 April 2023 for a fixed term of 25 years from the date the tax site was designated for the purposes of tax relief. Wirral Council is one of the three Billing Authorities in the LCR Freeport with a designated Tax Site. As such, Wirral Council will retain 100% of the collectible business rates above the March 2022 baseline agreed with DLUHC and be accountable to DLUHC for the management of the retention of business rates in line with the Local Government Accountability System. The Council currently retains 100% of its business rates growth under the pilot LCR Business Rates Retention Scheme. The pilot is however a temporary arrangement renewed on an annual basis and unlike the proposed Freeport proposal provides no guarantee for future retention.
- 4.3 The Billing Authorities and the Freeport Management Board will ensure that decisions relating to the use of collected business rates will be made in accordance with the forthcoming Liverpool City Region Freeport Retained Rates Framework (or equivalent), including the Liverpool City Region Freeport Eligibility Framework. A draft Summary Retained Business Rates Strategy, attached as Appendix 3, will be provided to DLUHC as part of next step actions within the MoU and this will outline the intended approach. Appendix 3 of this report is exempt from publication by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972. A more

detailed Retained Rates Investment Strategy Framework is to be prepared in the summer of 2023 to provide DLUHC with an updated retained rates model based on the approved position of the LCR Freeport and the expected development programme across the three tax sites.

- The costs of resourcing the LCR Freeport Management Team (£300,000p.a. in 4.4 2022/23 prices) is being met by government capacity grant funding until end of financial year 2023/24. The LCR Freeport Full Business Case and LCR Freeport Retained Rates Strategy set out how the LCR Freeport Management Team costs are to be funded by retained rates uplift generated by the three billing authorities from financial year 2024/25 and is calculated on a pro-rata contribution basis which will depend on the scale of retained rates collected across the three LCR Freeport Tax Sites. The LCR Freeport is seeking further revenue support of £500,000 from DLUHC to meet LCR Freeport Management Team revenue costs for financial year 2024/25 given that not all three billing authorities are expected to be generating an uplift by this point. If this additional revenue funding is secured, then billing authorities will start their pro-rata contribution towards LCR Freeport Management Team costs from 2025/26. If funding from DLUHC is not secured to cover 2024/25 then each Freeport billing authority will be asked to make a contribution that year based on the level of retained rates collected in 2023/24 with the LCR CA meeting any unfunded elements. Based on development and growth projections across all three tax sites, a prudent assumption of Wirral Council's contribution is currently estimated to be in the region of up to £150,000 in 2024/25 (prior to significant development completing at other Tax Sites), and thereafter for the remainder of the designated term contributions of between £30,000 - £50,000p.a. These are best current estimates and exact contribution amounts will be determined by relative business rates growth across the designated LCR Tax Sites.
- 4.5 The retained rates can also support Wirral Council's internal management and administration costs, noted in 6.1 of this report, in relation to delivering the proposed Wirral Freeport Investment Fund and from financial year 2023/24 and are estimated to be c£82,000p.a. subject to annual uprating which includes £20,000 contingency for additional pre-development, professional or specialist appraisal costs not covered by externally levied application fees.
- 4.6 It is proposed that a reserve account is established to ringfence the annual growth in retained business rates income generated within the designated Wirral Freeport Tax Site. This reserve would fund investments and service the future repayment of capital borrowing (and borrowing costs) drawn down for investments made through the Wirral Freeport Investment Fund. Such repayments will be profiled in accordance with the financial model for the Fund and overseen by the Treasury Management and Capital team and monitored and reported as part of the Capital Programme and Treasury Management monitoring arrangements. The reserve account will also fund the annual resource costs referred to in 4.4 and 4.5 of this report.

5.0 LEGAL IMPLICATIONS

5.1 The Designation of Freeport Tax Sites (Liverpool City Region Freeport) Regulations 2022 came into force on 22 March 2022. These Regulations designate the Liverpool City Region Freeport Tax Sites as locations within which certain tax reliefs are

available. A Freeport for these purposes is an area where special tax and customs rules will apply, as described in section 3 of this report.

- 5.2 Under paragraph 39(1) (designation of areas) of schedule 7B to the Local Government Finance Act 1988 – local retention of non-domestic rates, the Freeport tax sites are to be classed as a designated area with effect from 1 April 2023 for a fixed term of 25 years from the date the tax site was designated for the purposes of tax relief.
- 5.3 Following announcement by government on 10th January 2023 of its approval of the LCR Freeport Full Business Case, a Memorandum of Understanding (MoU) has been prepared by the Department for Levelling Up, Housing and Communities (DLUHC). The MoU (exempt Appendix 2 of this report) sets out the terms, principles and practices that will apply to the working relationship between DLUHC, LCRCA (as Accountable Body) the LCR Freeport Board (Governing Body), St. Helens Borough Council, Halton Borough Council and Wirral Council.
- 5.4 In respect of the proposed Wirral Freeport Investment Fund, each application/business case that is considered for funding will be subject to a comprehensive appraisal process during which appropriate legal advice will be sought to ensure the Council is compliant with the Subsidy Control Act 2022 and satisfies any other legal requirements regarding its considerations and decision-making in respect of the Fund.
- 5.5 Freeport business rates relief is subject to the UK's subsidy control legislation. Legal advice will be sought as appropriate to ensure the Council is compliant with subsidy control obligations in considering applications for relief which will be administered under the Council's Discretionary Rate Relief Policy arrangements.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 To provide effective management and administration of the Wirral Freeport Investment Fund, internal officer resource cost of c£62,000p.a. subject to annual uprating will be required from 2023/24. If the Fund is approved, apportioned staff costs as set out in exempt Appendix 1, will be reimbursed from the ring-fenced retained rates account to the appropriate service area's staffing budgets annually.

7.0 RELEVANT RISKS

- 7.1 The creation of Freeport Tax sites gives rise to the potential for displacement impacts on other local, sub-regional or UK wide economic activity, due to the presence of tax sites and the benefits to businesses they provide. The LCR Freeport has been designed to ensure benefits flow across the region and will not negatively impact existing opportunities. It will target activities that are complementary to, rather than duplicating what already exists. Strong Freeport governance and management arrangements ensure control and discretion when it comes to associated funds underpinned by the Freeport Gateway Policy managed by the LCR Freeport Board.
- 7.2 Risk implications arising from establishing the Wirral Freeport Investment Fund are set out in more detail in exempt Appendix 1 of this report. In summary, the key risks to the Council relate to financial, economic, commercial and project level risks. A risk

management strategy will be employed to evaluate, monitor and mitigate identified risks, overseen by the proposed internal governance and management arrangements.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 The regenerative impact of the operation of a Freeport Zone within the Wirral Waters neighbourhood is consistent with the principles of the Council's strategies for economic growth and place-based regeneration. These strategies have been subject to extensive consultation process.
- 8.2 As the Accountable Body, the LCR Combined Authority has led the engagement in the development of the LCR Freeport Business Case. This has included:
 - Stakeholder engagement with private, public and academic sectors through working groups;
 - Local Authority engagement at officer level through LCR Growth Directors, Finance Directors, LCR Chief Executives; and
 - at Member level through LCR Cabinet and Leaders & Mayors.
- 8.3 Discussions are ongoing with landowners to establish the investment pipeline potential and the LCR Freeport Team will issue an advisory notice to existing businesses occupying the area once formal Government designations are approved. An engagement strategy with landowners, developers as key stakeholders, particularly in the Northside area will be developed by the Council this year in line with the MoU actions.
- 8.4 Members of the Economy Regeneration and Housing Committee have been consulted on this proposal during a workshop session on 17th February 2023 and the views expressed arising from that process have been considered in drafting this report.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 The LCR Freeport and Wirral Freeport Zone is identified as a key opportunity as part of the Council Economic Strategy and development will be delivered and monitored with regard to the associated Equality Impact Assessment: -<u>The Wirral Economic Strategy 2021-2026 Equality Impact Assessment</u>
- 9.3 A draft LCR Freeport Equality and Diversity Statement is being prepared and will be refined and agreed by the Freeport Management Board. This is an important consideration in ensuring that representation across the governance structure reflects the diverse communities, groups, and needs of residents. Furthermore, it is envisaged that there will be an Equality and Diversity sub-group as part of the formal governance structure.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The LCRCA has considered seriously its role in ensuring the mitigation of any environmental impacts in the development of the LCR Freeport proposals, and opportunity to use the Freeport concept design to support the emerging LCR Net Zero Strategy.
- 10.2 The stated intention for the LCR Freeport is to ensure that:
 - new assets within the Freeport are designed to be zero carbon where possible, with a minimal/zero-fossil approach as standard.
 - all investments are appraised against a value framework that includes environmental, social and economic values.
 - there is a commitment to monitoring progress and annual reporting on carbon, greenhouse gas emissions and corporate social responsibility (CSR).
- 10.3 The Freeport will allow LCR to reshape disused industrial sites to create exemplar new developments constructed using the latest sustainable technologies. Key to the innovation ambitions of LCR Freeport will be a focus on the key challenges for the Maritime Sector, not least Net Zero Maritime ambitions. In Wirral, investment to this effect is already underway through the Port City Innovation project in partnership with University of Liverpool and the Low Carbon Eco Innovatory.
- 10.4 The Cool 2 Strategy outlines the Council's approach to accelerating the investment required to meet key commitments reaching 'net zero' performance standards and promoting a climate resilient economy. The creation of The Wirral Freeport Investment Fund has the potential to support both objectives. Development of new premises will increasingly need to incorporate measures to mitigate the impact of climate change. It can also contribute to raising the expected design quality and performance of new commercial premises, ensuring that development meets the highest possible standards while continuing to meet the needs of a growing economy.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 The growth of a truly inclusive economy is central to LCR's long-term economic ambitions. The LCR Freeport is committed to safeguarding rights for workers, real living wages and equality, diversity and inclusion.
- 11.2 Equally, community wealth is a cornerstone of the Wirral Economic Strategy 2021-26, identified as one of 3 Working Principles, with associated actions and performance outputs. As a key programme to be developed as part of the Economic Strategy, investment in projects at the Wirral Freeport Zone will be in line with the strategy ambitions and appropriate systems will be employed to ensure performance monitoring and evaluation.
- 11.3 The Wirral Freeport Investment Fund will support Wirral Council's Community Wealth Building Strategy outcome ambitions to deliver a more inclusive economy in the borough to address inequality and ensure that all residents in the borough feel the benefits of economic growth through for example agreement with projects which receive funding to ensure good and fair quality employment, training and

apprenticeships, and by aiming to maximise social value opportunities in relation to progressive procurement of goods and services and use of local supply chains.

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APPENDICES

Appendix 1 Wirral Freeport Investment Fund Business Case

Appendix 2 Memorandum of Understanding

Appendix 3 Draft LCR Freeport Retained Business Rates Strategy

Appendices 1 to 3 of this report are exempt from publication by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

BACKGROUND PAPERS

LCR Freeport Full Business Case LCR Combined Authority, 29th April 2022, Agenda Item 12, p.277 of reports pack.

LCR Freeport Outline Business Case LCR Combined Authority, 24th September 2021 Agenda Item 9, p.235 of reports pack.

Birkenhead 2040 Framework

Wirral Economic Strategy 2021- 2026

TERMS OF REFERENCE

This report is being considered by the Economy, Regeneration and Housing Committee in accordance with Section 4.2 (e) and 4.2 (f) of its Terms of Reference.

SUBJECT HISTORY (last 3 years)

| Council Meeting Date |
|----------------------|
|----------------------|

| Officer Decision Notice - Freeports & Maritime Innovation and Growth Projects | 13 April 2022 |
|---|------------------|
| Policy and Resources Committee - Capital Programme 2023-28 | 15 February 2023 |
| Policy and Resources Committee - Budget and Medium Term Financial Strategy 2023/24 Appendix 6 Discretionary Rates Policy 2023-2024, item 6c | 15 February 2023 |
| Policy and Resources Committee – Budget and Medium Term Financial Strategy 2022/23 Appendix 10 Discretionary Rate Relief Policy, item 129 | 15 February 2022 |



ECONOMY REGENERATION AND HOUSING COMMITTEE

8th March 2023

| REPORT TITLE: | DISPOSAL OF THE FORMER MINISTRY OF DEFENCE |
|---------------|--|
| | LAND ON OLD HALL ROAD, BROMBOROUGH. |
| REPORT OF: | DIRECTOR OF REGENERATION AND PLACE |

REPORT SUMMARY

The purpose of this report is to set out a route for the disposal of the former Ministry Of Defence (MOD) land on Old Hall Road Bromborough. The land previously formed part of a portfolio of sites that were bound by an option to purchase in favour of the Wirral Growth Company but under revised arrangements the Council has full unfettered control over the site.

The site has the benefit of an outline residential planning consent which was granted by the Strategic Applications Sub-Committee on 10th November 2022. The use of the MOD land for residential purposes is a change of use from its current employment Unitary Development Plan designation and is aligned with the Council's commitment to use previously used land, where appropriate, to support its Local Plan brown field first aspirations.

The proposal will also play a key part in the Council's ambitious plans for the Borough as set out in the Wirral Plan 2021- 2026, as the redevelopment of brownfield land for new housing development will help to protect Wirral's Green Belt whilst supporting its ambition to create a prosperous inclusive economy where people can get good jobs and fulfil their potential.

The matter is being reported to this Committee as the potential sales receipt is anticipated to be more than the threshold for delegated decisions.

The matter affects the Bromborough Ward and is a key decision.

RECOMMENDATIONS

That Economy, Regeneration and Housing Committee is requested to approve that:

(1) Policy and Resources Committee be recommended to declare that the former Ministry of Defence, Old Hall Road Bromborough site is surplus to the Council's requirements and that authority be given to the Director of Regeneration and Place to secure its disposal on the best terms achievable; and (2) Delegated authority be given to the Director of Law and Governance, in consultation with the Director of Regeneration and Place, to secure the associated legal documentation that will be required to finalise the disposal of the site.

SUPPORTING INFORMATION

1.0 REASON FOR RECOMMENDATIONS

1.1 The recommendations within this report will enable the sale of the MOD site and will facilitate its development for a residential use as per the outline planning consent that has been granted for the land, subject to any subsequent owner securing appropriate reserved matters approval.

2.0 OTHER OPTIONS CONSIDERED

2.1 The only other option to be considered is to retain the land for employment purposes. Given the fact that the site has been regularly marketed since 2007 following its acquisition and reclamation from the Ministry of Defence without generating viable developer interest the land has been re-allocated for residential use through the emerging Local Plan to support the Council's brown field first agenda.

3.0 BACKGROUND INFORMATION

- 3.1 The former MOD land in Bromborough was originally acquired and reclaimed by the Council in 2005 using a combination of European Regional Development Fund (ERDF) and what was then English Partnership grant funding for employment purposes. It later formed part of a portfolio of sites that was to be brought forward for development by Wirral Growth Company. Over the last two years Wirral Growth Company worked up a number of different schemes for the site but given the market failure for employment development across Merseyside, whereby the cost of development is greater than its end value on completion, the projects were unviable without significant grant support. One of the key principles of Wirral Growth Company activity was that profits generated from commercial projects in other parts of the Borough. Wirral Growth Company applied for outline planning consent for residential use on the site.
- 3.2 On 10th November 2022 the Strategic Applications Sub-Committee granted an outline residential planning consent for up to 248 houses on the land subject to a requirement that any development of the site be accompanied by a section 106 agreement securing amongst other things affordable housing, provision and management of open space enabling highway works and bio-diversity net gain.
- 3.3 The Committee is being asked to give support to declaring the asset surplus to allow it to be sold and re-developed for its consented use.

4.0 FINANCIAL IMPLICATIONS

- 4.1 If the recommendations within this report are approved a marketing and disposal strategy will be developed for the site to allow a capital receipt to be generated from its sale at the earliest convenience.
- 4.2 As the MOD land was originally acquired using a combination of ERDF and what was then English Partnership, now Homes England, funding a portion of the receipt

will need to be retained to repay clawback to both funding bodies. The exact sums are still being negotiated. A financial sum will also need to be identified from the land sale to fund the Council's Section 106 obligations that have been negotiated as part of the residential planning consent.

5.0 LEGAL IMPLICATIONS

- 5.1 The disposal will require the preparation of appropriate legal documentation related to the disposal.
- 5.2 A full marketing exercise will be undertaken by the Council's to be appointed property consultants as this is the deemed to be the best way of achieving full market price for the land which satisfies Section 123 of the Local Government Act 1972.
- 5.3 This report will also require a decision of Policy and Resources Committee in accordance with the Committee's Terms of Reference 1.2 (b)(iv) regarding 'land and property including major acquisition and disposals which includes reserved decision making concerning any purchase, sale or transfer of a value in excess of, or likely to exceed £500,000, unless the Committee has delegated this function in relation to a specified area or business plan as the Committee may determine.

6.0 **RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS**

6.1 There are no direct resource implications arising from the disposal of this land.

7.0 RELEVANT RISKS

- 7.1 The risk is that there will not be developer interest in the land. This risk is being managed by the development of a marketing and disposal strategy that will seek to publicise the development opportunity on offer to a UK audience. The Council has already received unsolicited enquiries from a range of developers expressing an interest in the site and so this risk is expected to be minimal.
- 7.2 Members agreeing to declare the MOD asset surplus will help to de-risk the delivery of the Local Plan as it will allow the site to be marketed and disposed of for residential use in a timeframe that evidences the Council's commitment to the re-use of brownfield land for new housing development thereby helping to protect the Borough's greenbelt.

8.0 ENGAGEMENT/CONSULTATION

8.1 There are no consultation implications arising from the proposals within this report.

9.0 EQUALITY IMPLICATIONS

9.1 The Council has a legal requirement to make sure its policies and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment (EIA) is a tool to help Council Services identify steps that they can take to ensure equality for everyone who might be affected by a particular policy, decision or activity.

9.2 A copy of the EIA for Wirral's Economic Strategy, which has been checked and is still valid, can be viewed at: <u>https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments-2021-0#overlay-context=communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments/equality-impact-assessments-2021-0#overlay-context=communities-2021</u>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The sale of the MOD land with outline planning consent for a residential use supports the Council's emerging Local Plan aspiration of targeting previously used land to support the Borough's housing needs.
- 10.2 The planning approval secured on the land includes for the provision of new public open space as well as new cycleways and footpaths connecting the site to the wider area including Eastham County Park.
- 10.3 The development will also be required to deliver a bio-diversity net gain either through on-site works or a financial contribution to deliver the provision off-site.
- 10.4 A detailed travel plan is also being developed for the scheme to help reduce residents' reliance on their cars and the Section 106 Agreement will secure a financial contribution to support local transport provision in the area.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 The delivery of housing on the former MOD site will help to revitalise Bromborough by ensuring that more wealth is invested and stays in the local area. Attracting and retaining people in the Borough will help to build the wealth of our communities and help the Council to strive to maximise social value activity by encouraging local spend to maximise the Wirral pound.
- 11.2 The travel plan that will be generated as part of the Section 106 agreement linked to the planning consent will help to promote more active travel in the area encouraging less use of the private car thereby helping to reduce local congestion and improve safety for vulnerable road users.

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APPENDICES: Appendix 1: Plan 1

BACKGROUND PAPERS:

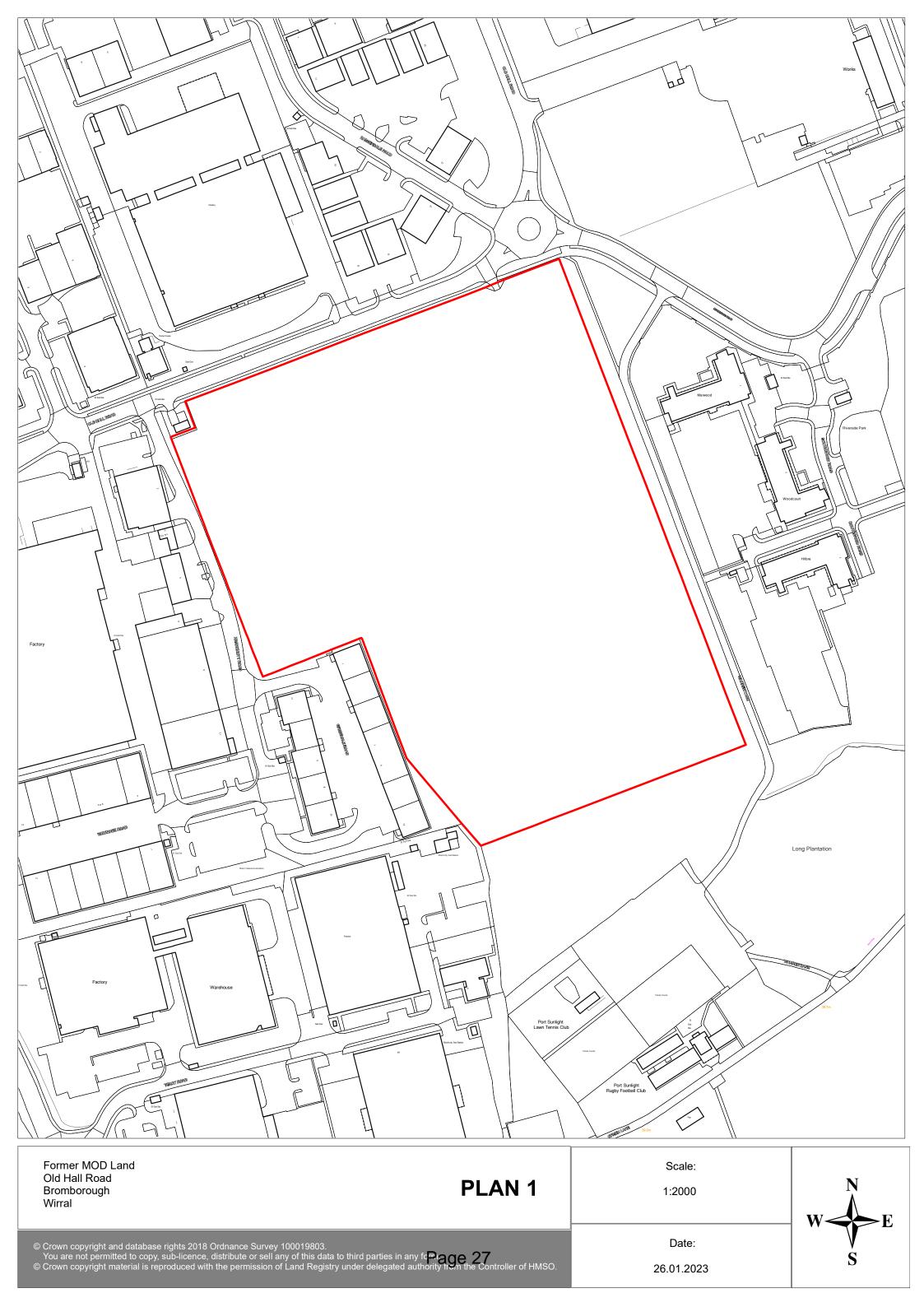
Wirral Plan 2021-26 Wirral Unitary Development Plan

TERMS OF REFERENCE

This report is being considered by the Economy, Regeneration and Housing Committee accordance with Section G of its Terms of Reference, 'overseeing the progress of major project (including major building, infrastructure or other projects involving the erection or significant alteration of major structures or landmarks) undertaken by the Council directly or as an enabler, funder or joint enterprise partner, including but not limited to the Wirral Growth Company LLP'.

SUBJECT HISTORY (last 3 years)

| Council Meeting | Date |
|--|------------------|
| Cabinet sign-off to Partnership Business Plan for Wirral Growth Company | April 2020 |
| Strategic Applications Sub-Committee | 10 November 2022 |



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WIRRAL

ECONOMY REGENERATION & HOUSING COMMITTEE

Wednesday, 8 March 2023

| REPORT TITLE: | LIVERPOOL CITY REGION COMBINED AUTHORITY |
|---------------|--|
| | BROWNFIELD LAND PROGRAMME – 92 GRANGE |
| | ROAD, BIRKENHEAD |
| REPORT OF: | DIRECTOR OF REGENERATION AND PLACE |

REPORT SUMMARY

This report sets out the activities undertaken to develop and deliver the 92 Grange Road project. Committee is asked to delegate the decision to appoint a delivery partner to the Director of Regeneration and Place.

Town centre regeneration is a long-standing priority for the Council and is reflected in the Wirral Council Plan 2021 - 26 through the requirement to deliver inclusive economic growth, working for a prosperous, inclusive economy where local people can get good jobs and achieve their aspirations.

This matter affects the ward of Birkenhead and Tranmere.

This is a key decision owing to the significance in terms of the effect on communities living or working in an area comprising two or more wards in the Borough, as well as being in excess of £500,000 in monetary value.

EXEMPT INFORMATION

Appendix 2 of this report contains exempt information as defined in Schedule 12A of the Local Government Act 1972. It is in the public interest to exclude the press and public under Paragraph 3 'Information relating to the financial or business affairs of any particular person (including the authority holding the information).

RECOMMENDATION/S

Economy Regeneration and Housing Committee is recommended to:

- 1. Approve that the current LCRCA Brownfield Land allocation for this project as set out in the exempt appendix 2 be ring-fenced for this purpose.
- 2. Authorise the Director of Regeneration and Place,

- a. to, in consultation with the Director of Law and Governance, progress the appointment of a delivery partner for the 92 Grange Road, Birkenhead project further to the on-going mini-tendering process via the Homes England Housing Delivery Partner Dynamic Purchasing System; and
- b. to, offer the selected delivery partner deficit funding to support the delivery of the Council's objectives regarding this site, should the need for such funding be demonstrated and justified.
- 3. Authorise the Director of Law and Governance to finalise the legal documentation arising out of the implementation of the above recommendations.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 The LCRCA Brownfield Housing Land Fund is time limited to March 2025 and will support the Council by enabling access to significant funding to support the regeneration of Birkenhead including that of private sector investment.
- 1.2 The deadline for outline scheme proposals to be submitted to the Council from shortlisted prospective delivery partners (i.e. developers) is 10th March 2023. The earliest opportunity for Committee to consider these proposals and make a decision is likely to be circa June 2023 due to the upcoming elections and associated pre-election period. This timescale is likely to seriously compromise the ability to appoint a delivery partner, secure planning consent, achieve a start on site and defray Brownfield Housing Land deficit funding (should this be required) and complete the delivery of 84 residential units on this site by 31st March 2025.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The fundamental issue to be addressed is that of the time sensitivity associated with expenditure of Brownfield Housing Land Funding and the delivery of a minimum of 84 residential units on this site. One option is to delay making a decision on the selection of a delivery partner until Committee has had chance to consider these proposals. This option has been discounted for two reasons;
 - Firstly, shortlisted proposals are not due to be submitted until 10th March 2023 and there are no further scheduled Committee meetings until following the local elections; and
 - Secondly, the Brownfield Land Grant process has been lengthy and protracted, taking 2 years to date from the launch of the programme. Despite these delays the original requirement to spend the grant and complete the scheme by March 2025 remains, so it is imperative to avoid further delay and commence activity to develop and deliver the projects.

3.0 BACKGROUND INFORMATION

- 3.1 92 Grange Road, Birkenhead is situated at the heart of Birkenhead town centre and therefore forms a key site in respect of enabling any future redevelopment of the town centre to take place. The property includes a car park with 86 spaces and a rear service yard. This site is key to enabling the comprehensive regeneration of Birkenhead town centre which is a strategic priority for the Council.
- 3.2 The acquisition of the site, by the Council, in December 2020 increased the Council's holdings and influence over the town centre. The site occupies a prime gateway at the entrance to the emerging central business district of Birkenhead, in close proximity to the proposed redevelopment of Milton Pavements and the residential proposals for Hind Street.

- 3.3 The Council's acquisition of the site has enhanced its existing portfolio, giving it the ability to exercise control of the future use and development of the site which in turn could influence the wider regeneration of the town centre area.
- 3.4 Accelerated residential development within Birkenhead Town Centre will provide new homes and bring added diversification in the town centre, increasing and enhancing its catchment. This will also contribute to the maturing of the local housing market making later phases of development more viable and support early brownfield residential delivery which is critical to the Council's emerging Local Plan.
- 3.5 In November 2021 the Council's Policy and Resources Committee approved the permanent relocation of Birkenhead Market to the 92 Grange Road site. Soft market testing has suggested that the Grange Road site can accommodate both the new market development and (on the car park fronting onto Argyle Street) the new residential development.
- 3.6 The next stage in the delivery process is the procurement of a delivery partner. To this end the Council has employed best practice in this field and has utilised the Homes England Housing Delivery Partner Dynamic Purchasing System. An initial Expression of Interest was sent to approximately 30 housing developers registered on the Dynamic Purchasing System. From this long-list a short-list of prospective developers has been drawn up and have been invited to submit their detailed proposals for this site. The deadline for submissions is 10th March 2023.
- 3.7 Shortlisted developers have been invited to prepare submissions which address the following objectives;
 - To secure scheme proposals that balance high standards of design quality with the best land value offer achievable;
 - For its selected Delivery Partner to build out its consented scheme in the shortest timeframe possible (and which, in any event, cannot exceed 12 months);
 - Facilitate a high quality, mixed tenure development of housing;
 - Achieve a minimum of 84 residential units within the development;
 - Development which is distinctive and respects the local identity;
 - Promote high quality standards of planning and urban design; create a modern and attractive place to live;
 - Provide a safe, secure and pleasant environment; minimising opportunities for anti-social behaviour;
 - Create a development which is sustainable and efficient;
 - Provide housing which is accessible and adaptable by observing Barrier Free and Housing for Varying Needs principles;
 - To bring forward proposals that meet the housing needs of the area (which may entail a mix of tenure types across the development);
 - Complement and not prejudice the wider development of the area including the provision of a market on the remainder of the House of Fraser site;

- Be in accordance with the emerging St Werburgh's masterplan; and
- Recognises aspirations, affordability and value for money.
- 3.8 'Preferred Developer' status for this project will be awarded on the assessment of the following criteria;
 - Scheme plans and house type details;
 - Design quality;
 - Planning and management;
 - Marketing & disposal strategy;
 - Project risks and programme;
 - Financial appraisal;
 - Resources and expertise;
 - Social value contribution;
 - Price.

4.0 FINANCIAL IMPLICATIONS

4.1 The Council has funding from the Liverpool City Region Combined Authority Brownfield Housing Land Grant Fund towards the costs of delivering 84 residential units on this site. This will be utilised to progress detailed project design and delivery. The aforementioned Brownfield Housing Land Grant Fund could be made available to this scheme to overcome, for example, the cost of abnormal ground conditions and/or underperforming housing market values, should it be demonstrated by the Council's chosen delivery partner that this is required.

5.0 LEGAL IMPLICATIONS

- 5.1 The Director of Law and Governance will ensure compliance of the Brownfield Housing Land Fund project and the onward flow of funds with the Subsidy Control Act 2022. It is not possible to provide a more detailed position statement in this regard.
- 5.2 The Public Contracts Regulations 2015 ("the 2015 Regulations") provide at paragraph 33 (8) that a framework agreement shall be performed in the following way:

(c) where not all the terms governing the provision of the works, services, and supplies concerned are laid down in the framework agreement, through reopening competition amongst the economic operators which are party to the framework agreement" (i.e. a mini / further competition).

5.3 Carrying out a mini completion will ensure compliance with the 2015 Regulations.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 The 92 Grange Road project will be managed by existing staff from within the Place and Investment Team, within the Regeneration and Place Directorate. This resource can be supplemented using external consultancy resources where necessary.

7.0 RELEVANT RISKS

- 7.1 A programme Risk Register has been developed as well as individual Risk Registers for each of the individual projects including that of 92 Grange Road. These are updated throughout the project lifecycle in order to assist the Council in identifying, controlling and managing risk. These are reported within the Council's Corporate Risk Management structure. Current key risks to this project include;
 - Failure to appoint a delivery partner would mean that there would be no project for 92 Grange Road. This would result in the loss of a minimum of 84 new residential units for this part of Birkenhead. This could also lead to the clawback of some/all of the Brownfield Land Grant allocation. However, the Council has embarked upon a procurement exercise via Homes England's Housing Delivery Partner Dynamic Purchasing System. A shortlist of prospective delivery partners have been invited to submit proposals for this site. Should these proposals prove to be unacceptable to the council, an alternative delivery partner procurement route is being prepared.
 - Construction costs increase due to inflation. The impact of this risk materialising is that the build rate will slow and it will take longer to deliver the anticipated outcomes for the site. This could have an adverse impact on the wider town centre area. However the council will safeguard it's position by scrutinising project costs in advance by experienced independent cost consultants and requiring a contingency budget identified for unforeseen events. Further to this, forecasts suggest that inflation will fall over the next few years.
- 7.2 As outlined elsewhere within this report the redevelopment of 92 Grange Road has been subject to delay and taken more than 2 years to date. However the final date for spend and delivery has not been extended and remains at March 2025. Failure to meet this deadline could leave the Council subject to clawback of the grant. To mitigate any risk of not delivering and spending within this timescale Committee is asked within this report to authorise the Director of Regeneration and Place to appoint a delivery partner (subject to acceptable scheme proposals being received).
- 7.3 This project can make a positive contribution to the wider Local Plan housing target for Central Birkenhead and in doing so help mitigate the council's risk of non-delivery.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 The 92 Grange Road project supports and adds value to the previous Birkenhead Town Centre consultation conducted by Wirral Growth Company in 2021.
- 8.2 Stakeholders are currently being consulted (December 2022/January 2023) on a masterplan for the St Werburgh's area (which includes the Grange Road site) and a

new/refreshed masterplan for the town centre following the recent realignment of the Wirral Growth Company.

8.3 As the Grange Road project is developed further, proposals will also go through engagement and consultation as part of the statutory planning process.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment (EIA) is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 A copy of the EIA for Wirral's Economic Strategy, which has been checked and is still valid, can be viewed at: <u>https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2021-0#overlay-context=communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2021</u>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The content and recommendations contained within this report are expected to reduce the emissions of greenhouse gases. This will include, as appropriate, energy efficient buildings within new developments; infrastructure improvements to reduce car dominance and create a safer environment for road users and pedestrians, and environmental and climate considerations within the Council's Social Value strategy to be used within the procurement of a delivery partner.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 Regeneration of Birkenhead is the backbone of the Birkenhead 2040 Framework and emerging Local Plan. In this context this FHSF project is part of a wider regeneration programme to deliver a prosperous, inclusive economy to benefit local residents and communities.
- 11.2 Community Wealth Building reorganises local economies to be fairer and stops wealth flowing out of communities. The principles of the Brownfield Housing Land Grant to facilitate a diversified and mixed-use town centre, with a wider catchment of people living and working in the area and a major transformation of Birkenhead market to make it more appealing, sustainable and fit for modern market trading conditions will support economic, social and health outcomes, the community and many small and medium enterprises.
- 11.3 Within the context of the Brownfield Land Grant programme Council land and assets are being used as a base to build community wealth, revitalising the town centre and maximising opportunities for local people. Future procurement exercises will build the wealth of our local communities where we will strive to maximise social value activity through the creation of local employment/training opportunities and local labour/spend to maximise the Wirral pound.

REPORT AUTHOR: Ian Greaves Regeneration Development Manager iangreaves@wirral.gov.uk

APPENDICES

Appendix 1: 92 Grange Road, Birkenhead – Site Plan

Appendix 2: Confidential further information - Appendix 2 contains exempt information as defined in Schedule 12A of the Local Government Act 1972. It is in the public interest to exclude the press and public under Paragraph 3 'Information relating to the financial or business affairs of any particular person (including the authority holding the information).

BACKGROUND PAPERS

Brownfield Land -One Public Estate prospectus <u>https://www.local.gov.uk/our-support/one-public-estate-brownfield-land-release-fund-blrf2-round-2-fund</u>

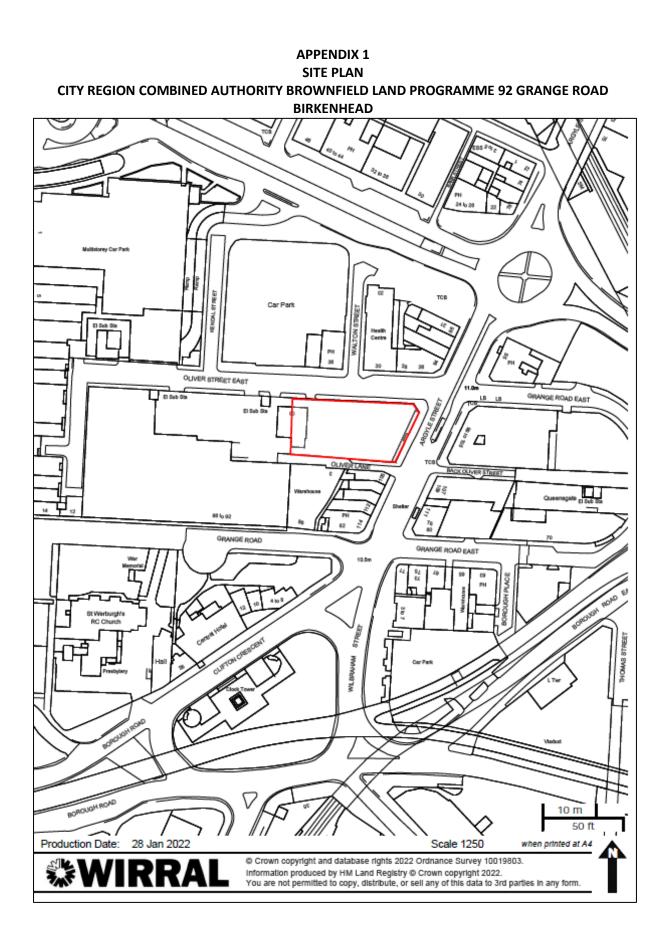
TERMS OF REFERENCE

The report is being considered by the Economy, Regeneration and Housing Committee in accordance with section 4.2(a) and (g) of its Terms of Reference:

- (a) formulation and delivery of the Council's strategic development objectives for planning, sustainability and transportation;
- (g) overseeing the progress of major projects (including major building, infrastructure or other projects involving the erection or significant alteration of major permanent structures or landmarks) undertaken by the Council directly or as enabler, funder or joint enterprise partner, including but not limited to the Wirral Growth Company LLP;

SUBJECT HISTORY (last 3 years)

| Council Meeting | Date |
|--|--------------------|
| Policy & Resources Committee Acquisition of Former House of Fraser Building – 92 Grange Road, Birkenhead | 18th December 2020 |
| Policy & Resources Committee Birkenhead New Market Development | 10th November 2021 |



WIRRAL

ECONOMY REGENERATION & HOUSING COMMITTEE

Wednesday, 8 March 2023

| REPORT TITLE: | FUTURE HIGH STREET PROGRAMME – EUROPA |
|---------------|--|
| | RESIDENTIAL PHASE 1, BIRKENHEAD |
| REPORT OF: | DIRECTOR OF REGENERATION AND PLACE |

REPORT SUMMARY

On 26 December 2020, the Council received notification of the outcome of two submissions it had made to the Ministry of Housing, Communities and Local Government (MHCLG) Future High Street Fund (FHSF). This announcement set out that Birkenhead had received its full requested allocation of £24.6m.

This report sets out the activities undertaken to develop one element of the Birkenhead Future High Street programme, namely the Europa Residential scheme. Committee is asked to delegate the decision to appoint a delivery partner to the Director of Regeneration and Place.

Town centre regeneration is a long-standing priority for the Council and is reflected in the Wirral Council Plan 2021 – 26, through the requirement to deliver inclusive economic growth, working for a prosperous, inclusive economy where local people can get good jobs and achieve their aspirations.

This matter affects the ward of Birkenhead and Tranmere.

This is a key decision owing to the significance in terms of the effect on communities living or working in an area comprising two or more wards in the Borough, as well as being in excess of £500,000 in monetary value.

EXEMPT INFORMATION

Appendix 2 of this report contains exempt information as defined in Schedule 12A of the Local Government Act 1972. It is in the public interest to exclude the press and public under Paragraph 3 'Information relating to the financial or business affairs of any particular person (including the authority holding the information).

RECOMMENDATION/S

Economy Regeneration and Housing Committee is recommended to

1. Approve that the current Future High Street Fund allocation for this project as set out in the exempt Appendix 2 to this report be ring-fenced for this purpose.

- 2. Recommend to Policy and Resources Committee that the Director of Regeneration and Place be authorised to:
 - a. in consultation with the Director of Law and Governance, progress the appointment of a delivery partner for the Europa Residential Phase 1 project further to the on-going mini-tendering process via the Homes England Housing Delivery Partner Dynamic Purchasing System; and
 - b. pursue and accept other avenues of funding and proceed to award of contract in the event that a suitably appraised and acceptable bid exceeds the Future High Street Fund allocation for this project
- 3. Authorise the Director of Law and Governance to finalise the legal documentation arising out of the implementation of the above recommendations.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 The Future High Street Fund (FHSF) is time limited to March 2024 and will support the Council by enabling access to significant funding to support the regeneration of Birkenhead including that of private sector investment.
- 1.2 The deadline for outline scheme proposals to be submitted to the Council from shortlisted prospective delivery partners (i.e. developers) is 10th March 2023. The earliest opportunity for Committee to consider these proposals and make a decision is likely to be circa June 2023 due to the upcoming elections and associated preelection period. This timescale is likely to seriously compromise the ability to appoint a delivery partner, secure planning consent, achieve a start on site and defray FHSF deficit funding (should this be required) by 31st March 2024.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The fundamental issue to be addressed is that of the time sensitivity associated with expenditure of Future High Street Funding. One option is to delay making a decision on the selection of a delivery partner until Committee has had chance to consider these proposals. This option has been discounted for two reasons.
 - Firstly, shortlisted proposals are not due to be submitted until 10th March 2023 and there are no further scheduled Committee meetings until following the local elections; and
 - Secondly, the FHSF process has been lengthy and protracted, taking 2 years to date from the launch of the programme. Despite these delays the original spend profile of March 2024 remains, so it is imperative to avoid further delay and commence activity to develop and deliver the projects.

3.0 BACKGROUND INFORMATION

Overview of Birkenhead Future High Street Fund

- 3.1 The Birkenhead FHSF application outlined that the high street is blighted by vacant shop frontages, with the market also hosting considerable empty units; both experiencing a reduction in footfall. There is little or no diversity in terms of office, leisure and residential uses and outside of trading hours the core is largely deserted. There is little in the way of green space and infrastructure, with low quality and dated public realm and vehicle dominated, over engineered roads which provide a poor-quality pedestrian/cycle environment and have a poor road safety record.
- 3.2 To seek to resolve these challenges, the Birkenhead Future High Street Fund application identified five objectives:
 - An improved retail core and market;
 - A diversified and mixed-use town centre;
 - A walkable and sustainably connected centre;
 - An attractor of visitors; and

- An investable proposition.
- 3.3 Alongside Wirral Growth Company investment, the Birkenhead application set out a vision for a diversified, mixed-use town centre with an improved retail core/market. This included the demolition of the old market and a smaller more modern and sustainable new build.
- 3.4 In addition a series of highways and connectivity projects would address the overengineered highway routes around the town centre and simplify and enhance pedestrian and cycle access at key gateway entry points to the retail core and improve road safety. These include Conway Street/Europa Boulevard, Charing Cross/Grange Road West and Birkenhead Central Gyratory. The high street itself would also see enhanced public realm improvements on Grange Road.
- 3.5 Accelerated residential development on Europa Boulevard will provide new homes and bring added diversification in the town centre, increasing and enhancing its catchment. This will also contribute to the maturing of the local housing market making later phases of development more viable and support early brownfield residential delivery which is critical to the Council's emerging Local Plan.
- 3.6 The FHSF submission by the Council envisaged this important town centre site being developed as an exemplar residential scheme of the highest design quality with a particular focus on larger family homes. In order to guide investment and to clarify the Council's aspirations for this site the 'Birkenhead Exemplar Housing Design Feasibility Study' has been produced. The objectives of the feasibility study are;
 - To provide Architectural and viability information relating to high quality family dwellings to enable the Whole Plan Viability Assessment to be completed;
 - To provide a comparative design and viability study for the Europa Phase 1 residential project in Birkenhead Town Centre;
 - To provide evidence of viability and developer appetite to deliver high quality nonstandard high density family dwellings in Birkenhead;
 - To test emerging Local Plan design and parking, and open space related policies;
 - To set out innovative exemplars and design principles for delivering high-quality, high-density family dwellings in Birkenhead to inform the Birkenhead Design Guide;
- 3.7 The positive outcome from the feasibility study has triggered the next stage in the delivery process, namely the procurement of a delivery partner. To this end the Council has employed best practice in this field and has utilised the Homes England Housing Delivery Partner Dynamic Purchasing System (DPS). An initial Expression of Interest was sent to approximately 30 housing developers registered on the Dynamic Purchasing System. From this long-list a short-list of prospective developers has been drawn up and have been invited to submit their detailed proposals for this site. The deadline for submissions is 10th March 2023.
- 3.8 Shortlisted developers have been invited to prepare submissions which address the following objectives;
 - To secure scheme proposals that balance high standards of design quality with the best land value offer achievable;

- For its selected Delivery Partner to build out its consented scheme in the shortest timeframe possible (and which, in any event, cannot exceed 31 months);
- The site developed as an exemplar residential scheme of the highest design quality with a particular focus on larger family homes;
- Facilitate a high quality, mixed tenure development of housing;
- Achieve a minimum of 189 residential units within the development;
- The development must be able to demonstrate that it has adopted, and applied, the principles set out in the Birkenhead Exemplar Housing Design Study;
- The development should adhere to Building for Healthy Life standards;
- A minimum of 10% of the total number of homes developed should be affordable;
- The project must promote sustainability and embrace to Council's emerging Wirral Climate Change strategy.
- Development which is distinctive and respects the local identity;
- Promote high quality standards of planning and urban design; create a modern and attractive place to live;
- Provide a safe, secure and pleasant environment; minimising opportunities for anti-social behaviour;
- Provide housing which is accessible and adaptable by observing Barrier Free and Housing for Varying Needs principles;
- To bring forward proposals that meet the housing needs of the area (which may entail a mix of tenure types across the development);
- Be in accordance with the emerging Birkenhead Town Centre masterplan and
- Recognises aspirations, affordability and value for money.
- 3.9 'Preferred Developer' status for this project will be awarded on the assessment of the following criteria;
 - Scheme plans and house type details;
 - Design quality;
 - Planning and management;
 - Marketing & disposal strategy;
 - Project risks and programme;
 - Financial appraisal;
 - Resources and expertise;
 - Social value contribution;
 - Price.

4.0 FINANCIAL IMPLICATIONS

4.1 The Council has been awarded £24,589,011 from the government's Future High Street Programme towards a package of projects for Birkenhead Town Centre. Of this sum, the Europa Residential Project currently has an allocation and has received up front payments as set out in the exempt Appendix 2 of this report. The grant funding agreement sets out a Section 31 non-ring-fenced grant transfer with yearly up-front payments. These upfront funds will be utilised to progress detailed project design and delivery. The balance of funding will be paid once prior funding has been defrayed.

5.0 LEGAL IMPLICATIONS

- 5.1 The Director of Law and Governance ensure compliance of the Future High Street Fund projects and the onward flow of funds with the Subsidy Control Act 2022. It is not possible to provide a more detailed position statement in this regard.
- 5.2 The Public Contracts Regulations 2015 ("the 2015 Regulations") provide at paragraph 33 (8) that a framework agreement shall be performed in the following way:
 (c) where not all the terms governing the provision of the works, services, and

(c) where not all the terms governing the provision of the works, services, and supplies concerned are laid down in the framework agreement, through reopening competition amongst the economic operators which are party to the framework agreement" (i.e. a mini / further competition).

- 5.3 Carrying out a mini completion will ensure compliance with the 2015 Regulations.
- 5.4 Recommendation 1 is directed ultimately for Policy and Resources Committee for a decision given that the value of the land is considered to be in excess of £500,000 and the appointment of a development partner will involve the development and onward transfer of the land in accordance with the objectives set out in paragraph 3.8 of this report.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 The Birkenhead Future High Street Fund programme will be managed by existing staff from within the Place and Investment Team, within the Regeneration and Place Directorate. This resource can be supplemented using external consultancy resources where necessary.

7.0 RELEVANT RISKS

- 7.1 A programme Risk Register has been developed as well as individual Risk Registers for each of the individual projects including that of Europa Residential. These are updated throughout the programme/project lifecycle in order to assist the Council in identifying, controlling and managing risk. These are reported within the Council's Corporate Risk Management structure. Current key risks to this project include;
 - Failure to appoint a delivery partner would mean that there would be no project for Europa Residential. This would result in the loss of a minimum of 189 new residential units for this part of Birkenhead. This could also lead to the clawback of some/all of the FHSF allocation. However the Council has embarked upon a procurement exercise via Homes England's Housing Delivery Partner Dynamic Purchasing System. A shortlist of prospective delivery partners have been invited to submit proposals for this site. Should these proposals prove to be unacceptable to the council, an alternative delivery partner procurement route is being prepared.

- Construction costs increase due to inflation. The impact of this risk materialising is that the build rate will slow and it will take longer to deliver the anticipated outcomes for the site. This could have an adverse impact on the wider town centre area. However the council will safeguard its position by scrutinising project costs in advance by experienced independent cost consultants and requiring a contingency budget identified for unforeseen events. Further to this, forecasts suggest that inflation will fall over the next few years.
- 7.2 As outlined elsewhere within this report the Future High Street Fund application process has been subject to delay and taken more than 2 years to date. However the final date for spend has not been extended and remains at March 2024. Failure to meet this deadline could leave the Council subject to clawback of the grant. To mitigate any risk of not delivering and spending within this timescale Committee is asked within this report to authorise the Director of Regeneration and Place to appoint a delivery partner (subject to acceptable scheme proposals being received).
- 7.3 This project can make a positive contribution to the wider Local Plan housing target for Central Birkenhead and in doing so help mitigate the council's risk of non-delivery.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 The Future High Street Fund programme and projects support and add value to the previous Birkenhead Town Centre consultation conducted by Wirral Growth Company in 2021.
- 8.2 Stakeholders are currently being consulted (December 2022/January 2023) on a new/refreshed masterplan for the town centre (which includes the Europa Residential site) following recent realignment of the Wirral Growth Company.
- 8.3 As the Europa Residential project is developed further, proposals will also go through engagement and consultation as part of the statutory planning process.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment (EIA) is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 The potential impact of the Future High Streets Fund has been reviewed with regard to equality and links to the existing EIA conducted for Wirral's Growth Plan and no material amendments have been made.

https://www.wirral.gov.uk/communities-and-neighbourhoods/equalityimpactassessments/equality-impact-assessments-2014-0 9.3 A copy of the EIA for Wirral's Economic Strategy, which has been checked and is still valid, can be viewed at: <u>https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments-2021-0#overlay-context=communities-and-neighbourhoods/equality-impact-assessments-2021-0#overlay-context=communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2021</u>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The content and recommendations contained within this report are expected to reduce the emissions of greenhouse gases. This will include, as appropriate, energy efficient buildings within new developments; infrastructure improvements to reduce car dominance and create a safer environment for road users and pedestrians, and environmental and climate considerations within the Council's Social Value strategy to be used within the procurement of a delivery partner.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 Regeneration of Birkenhead is the backbone of the Birkenhead 2040 Framework and emerging Local Plan. In this context this FHSF project is part of a wider regeneration programme to deliver a prosperous, inclusive economy to benefit local residents and communities.
- 11.2 Community Wealth Building reorganises local economies to be fairer and stops wealth flowing out of communities. The principles of the FHSF to deliver a diversified and mixed-use town centre, with a wider catchment of people living and working in the area and a major transformation of Birkenhead market to make it more appealing, sustainable and fit for modern market trading conditions will support economic, social and health outcomes, the community and many small and medium enterprises.
- 11.3 Within the FHSF programme Council land and assets are being used as a base to build community wealth, revitalising the town centre and maximising opportunities for local people. Future procurement exercises will build the wealth of our local communities where we will strive to maximise social value activity through the creation of local employment/training opportunities and local labour/spend to maximise the Wirral pound.

| REPORT AUTHOR: | Ian Greaves |
|-----------------------|--|
| | Regeneration Development Manager |
| | Email: <u>iangreaves@wirral.gov.uk</u> |

APPENDICES

Appendix 1: Europa Residential, Birkenhead – Site Plan

Appendix 2- Confidential further information - Appendix 2 of this report contains exempt information as defined in Schedule 12A of the Local Government Act 1972. It is in the public interest to exclude the press and public under Paragraph 3 'Information relating to the

financial or business affairs of any particular person (including the authority holding the information).

BACKGROUND PAPERS

MHCLG Future High Streets Fund Call for Proposals, December 2018 <u>https://www.gov.uk/government/publications/future-high-streets-fund-call-for</u> <u>proposals</u>

MHCLG Future High Streets Fund Business Case Guidance, 2019 (Copy available on request)

MHCLG Future High Street Fund Announcement, December 2020 https://www.gov.uk/government/news/830-million-funding-boost-for-high-streets

TERMS OF REFERENCE

The report is being considered by the Economy, Regeneration and Housing Committee in accordance with section 4.2(a) and (g) of its Terms of Reference:

(a) formulation and delivery of the Council's strategic development objectives for planning, sustainability and transportation;

(g) overseeing the progress of major projects (including major building, infrastructure or other projects involving the erection or significant alteration of major permanent structures or landmarks) undertaken by the Council directly or as enabler, funder or joint enterprise partner, including but not limited to the Wirral Growth Company LLP;

SUBJECT HISTORY (last 3 years)

| Council Meeting | Date |
|-----------------|------|
| | |
| | |
| | |

APPENDIX 1

FUTURE HIGH STREET PROGRAMME - EUROPA RESIDENTIAL, BIRKENHEAD PHASE 1 - SITE PLAN





ECONOMY REGENERATION AND HOUSING COMMITTEE 8 MARCH 2023

| REPORT TITLE | SUSTAINABLE URBAN DEVELOPMENT WORK PACKAGE 7: BIRKENHEAD ROAD – PROPOSED ACTIVE TRAVEL SCHEME SEACOMBE WARD |
|--------------|--|
| REPORT OF | DIRECTOR OF REGENERATION AND PLACE |

REPORT SUMMARY

This report considers the objections and expressions of support received regarding the proposed active travel scheme on Birkenhead Road in the Seacombe ward.

The Birkenhead Road scheme has been developed as part of Work Package 7 of the European Union's European Regional Development Fund (ERDF) Sustainable Urban Development (SUD) with match funding from the Liverpool City Region Combined Authority (LCRCA) Transforming Cities Fund. The total funding for the Work Package 7 programme amounts to £2,893,522 of investment with £1,323,139 being allocated to the Birkenhead Road scheme.

The Wirral Plan 2021-2026 sets out the Council's vision to secure the best possible future for our residents, defined by the community prosperity we create and supported by our excellent people and services. This proposal directly supports the following key themes within that plan:

- A cleaner, greener borough which celebrates, protects and improves our environment and urgently tackles the environmental emergency;
- A prosperous inclusive economy where local people can get good jobs and achieve their aspirations; and
- Safe, vibrant communities where people want to live and raise their families.

The purpose of the Birkenhead Road scheme is to create an environment that is safe for both pedestrians and cyclists and to help embed walking and cycling as part of new long-term commuting habits.

This matter affects the Seacombe ward.

This matter is a Key Decision.

RECOMMENDATIONS

The Economy, Regeneration and Housing Committee is recommended to approve the implementation of the Birkenhead Road scheme, Seacombe as set out in Appendix 1 of this report.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATION

- 1.1 This project is designed in accordance with the latest cycling design guidance to create an environment that is safe for both walking and cycling and to help embed walking and cycling as part of new long-term commuting habits and is funded via the European Union's European Regional Development Fund (ERDF) Sustainable Urban Development (SUD) with match funding from the Liverpool City Region Combined Authority (LCRCA) Transforming Cities Fund.
- 1.2 Officers have considered the objections and expressions of support received during the consultation period and have provided comprehensive responses but consider that the scheme proposal should be progressed as it is in line with the latest DfT design guidance for cycle schemes, the objectives of the funders and supports the delivery of the Wirral Plan 2021-2026.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Allocate the funding to a different scheme in the Borough. This is not considered appropriate as the Liverpool City Region Combined Authority (LCRCA), who are the accountable body for the funding, has advised that the funds cannot be transferred to an alternative scheme and even if this was an option, the end date for the expenditure of the grant would mean there was not sufficient time to progress an alternative scheme.
- 2.2 Remove the Birkenhead Road Scheme from the Work Package 7 programme and return the £1,323,139 of funding to the LCRCA as the accountable body for the funding. This is not considered an appropriate option as failure to deliver against the approved programme could result in reputational issues for the Council and the LCRCA in terms of demonstrating commitment to active travel which could result in future funding allocations being reduced.

3.0 BACKGROUND INFORMATION

Work Package 7

3.1 The Birkenhead Road scheme has been developed as part of Work Package 7 (WP7) of the European Union's European Regional Development Fund (ERDF) Sustainable Urban Development (SUD), Priority Axis 4 and Priority Axis 6, with 50% match funding from the LCRCA Transforming Cities Fund to support and enable increased levels of walking and cycling in the Borough. The funding for the WP7 programme funding amounts to £2,893,522 of investment. £1,323,139 of that programme is identified for Birkenhead Road. Other schemes within the WP7 Programme include Price Street active travel scheme, habitat improvements at Bidston Moss and pedestrian and cycle priority crossings to the entrances as part of the Millers Quay development on Dock Road.

- 3.2 The deadline for delivery of WP7 and claiming the funds is the end of June 2023. The Council is unable to use the funding for any other purpose. The timescales for construction are challenging and therefore a swift resolution is needed so that the LCRCA can be advised of the decision of the Council. If the scheme is not delivered within the required timescales, the Council would lose the opportunity of the WP7 investment and would be at risk of clawback from the claims of work undertaken to date to bring the scheme to this stage, the sum involved being approximately £147,000.
- 3.3 The purpose of this scheme is to create an environment that is safe for both pedestrians and cyclists and to help embed walking and cycling as part of new long-term commuting habits.
- 3.4 The proposed walking and cycling infrastructure upgrades on Birkenhead Road are designed in accordance with the latest cycling design guidance (LTN1/20 - Cycle Infrastructure Design) to create an environment that is safe for both walking and cycling and to help embed walking and cycling as part of new long-term commuting habits.
- 3.5 The objective of the EU ERDF SUD Priority Axis 4 is 'supporting the shift Towards a Low Carbon Economy in all sectors' as part of the LCRCA bid for the funding this was specifically to implement walking and cycling schemes to reduce the dependency on car-based journeys. Following the publication of the latest guidance for the implementation of walking and cycling schemes the introduction of segregation provides an increased confidence for users of active travel modes.

Birkenhead Road Scheme

- 3.6 Birkenhead Road currently has a cycle lane on the footway segregated from pedestrians by only a white line and has a pinch point at the current bus stop due to the bus bay and the mature tree within the footway. The current facility also crosses several access points and the junction with East Street which do not provide priority for cyclists.
- 3.7 The Birkenhead Road scheme proposals extend from the junction with Kelvin Road to Seacombe View and include the conversion of the existing cycle lane to a fully segregated cycle lane which is separated from the carriageway by a kerb. Scheme drawings can be found in Appendix 1.
- 3.8 The scheme will also include an upgraded segregated pedestrian footway and cycle track along the east side of Birkenhead Road (between Kelvin Road and Seacombe View) and removal of existing vehicle parking bays along the east side of Birkenhead Road. The scheme will provide new vehicle parking bays along the western side of Birkenhead Road (between house numbers 30 56), improving safety by removing the need for residents and visitors to cross the road to access their vehicles. The proposed scheme will include pedestrian and cycle priority crossings at side roads, with improvements to

pedestrian crossing points at dropped kerb accesses along the west side of Birkenhead Road.

- 3.9 The scheme will include the removal of the existing bus bay on the east side of Birkenhead Road, opposite 100 Birkenhead Road, to be replaced with a Bus Stop Bypass facility opposite 76 Birkenhead Road. The scheme will introduce Traffic Regulation Orders (double yellow lines), with the revision of existing Traffic Regulation Orders along the western side of Birkenhead Road, to enable vehicle parking. The overall impact of these proposals is therefore an overall loss of 57 metres of parking space. Based on a fairly standard 6m long parking bay this would result in 9.5 lost parking spaces. Observations have shown that Birkenhead Road is not always at full parked capacity however, in the event that there are no free spaces on Birkenhead Road, it is considered that parking spaces would be available on East Street or other neighbouring streets. There is also available paid parking provision at the ferry terminal.
- 3.10 The scheme will include the removal of trees from the eastern side of Birkenhead Road to allow for footway and cycle track upgrades. New trees will be planted at Corbyn Street and the Seacombe Ferry area. The ratio of trees to be planted for each tree removed will follow the guidelines set out by the council tree strategy and in consultation with the appropriate officers.
- 3.11 Public consultation was undertaken from 23 November to 21 December 2022 with local residents, landowners, and businesses via the Have Your Say website. A summary of the responses can be found in Appendix 2. Consultation has also been undertaken with the Emergency Services, Freight Transport Association, Road Haulage Association, Merseytravel and Wirral's Active Travel Forum including the Royal National Institute of Blind People (RNIB). Letters with plans were delivered to residents and businesses found within the vicinity of the scheme, informing them of the proposals.
- 3.12 During the public consultation period, 83 objections and 86 expressions of support were received. These comments, noted as objections and expressions of support received during the public consultation and an officer response to each are summarised in Appendix 3 of this report. In addition, a petition has also been received objecting to the proposal recording 674 signatures, however it should be noted this was still live at the time of preparing this report.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The Birkenhead Road scheme has an allocated budget from the WP7 programme of £1,323,139 As part of the grant fund agreement the money is claimed by the Council in arrears.
- 4.2 The ongoing maintenance costs would be included within existing highway maintenance programme. Discussions are continuing to take place with the Liverpool City Region Combined Authority regarding future highway

maintenance funding allocations from the City Region Sustainable Transport Settlement.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 1972 and the Traffic Management Act 2004.
- 5.2 On 26 January 2022 the Economy, Regeneration & Housing Committee resolved that:
 - (1) A Deed of Variation be entered into by the Council to accept £2.89 million of funding from the Liverpool City Region Combined Authority to deliver 6.65 kilometres of walking and cycling infrastructure upgrades and 5.15 hectares of habitat improvements as part of Phase 1 of the Local Cycling and Walking Infrastructure Plan - the Sustainable Urban Development Green Sustainable Travel Corridors Programme;
 - (2) Amendments be made to the individual phase programmes, if required, in consultation with Liverpool City Region Combined Authority and the Chairs and Spokespersons of the Economy, Regeneration and Development and the Environment, Climate Emergency and Transport Committees, having due regard to any issues that may arise during design or consultation stages of projects; and
 - (3) The necessary procurement process to appoint external contractors to undertake the necessary highway works associated with Phase 1 of the Local Cycling and Walking Infrastructure Plan - the Sustainable Urban Development Green Sustainable Travel Corridors Programme be carried out.
- 5.3 The effect of resolution 2 was to delegate authority to the Director of Regeneration and Place. That is clear from the committee report of the 26 January 2022 in that at paragraph 7.7 it provided that:

"There is also a risk of objections being received to the schemes during the consultation process. Should objections be received it is proposed that these are considered by the Director of Regeneration and Place, in consultation with the Liverpool City Region Combined Authority and the Chairs and Spokespersons of the Economy, Regeneration and Development and the Environment, Climate Emergency and Transport Committees."

5.4 In line with resolution 2, the results of the consultation were discussed with the Chairs and Spokespersons of the Economy, Regeneration and Development and the Environment, Climate Emergency and Transport Committees at the Active Travel Members Working Group on the 8 February 2023. 5.5 Taking into account the range of views expressed at the Active Travel Members Working Group on 8 February 2023 and noting the receipt of a petition from a local business, the Director of Regeneration and Place considers it appropriate to refer this matter to the Committee for decision making.

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

- 6.1 Schemes within Work Package 7 have been added to the Council's Capital Programme. Existing staff resources, supplemented with external consultation support as appropriate has been used for development of the scheme.
- 6.2 There are no ICT or asset implications.

7.0 RELEVANT RISKS

- 7.1 Failure to deliver the Birkenhead Road scheme would be viewed negatively by the LCRCA and may impact future funding allocations.
- 7.2 The deadline for spending the Work Package 7 funding is the end of June 2023. Failure to deliver the Birkenhead Road scheme within the delivery timescales would leave the Council open to the risk of claw back of funding. As with all highway schemes there is the risk that due to unforeseen circumstances once works commence on site the programme is required to be extended. The current programme from the contractor identifies the works may exceed the required timescales, however officers are currently in discussions with the LCRCA with regard to the possibility that this deadline could be extended, or the scheme moved to an alternative future funding programme should the situation arise that would result in the deadline for funding be exceeded.
- 7.3 Failure to deliver the Birkenhead Road scheme within the delivery timescales would leave the Council open to the risk of claw back of funding for design work already undertaken. Work undertaken to date to develop the Birkenhead Road scheme could be clawed back by the WP7 programme and to date that cost is approximately £147,000. Confirmation would be required if the scheme was moved to an alternative future funding programme whether the development costs could also be transferred.

8.0 ENGAGEMENT/CONSULTATION

8.1 A pre-consultation email was sent to Ward Councillors, Chairs and Vice-Chairs, Spokespersons on 23 June 2022 providing information on the scheme. On 17 November 2022, Ward Councillors, Chairs and Vice-Chairs were advised of the intention to proceed to consultation and on 23 November 2022 an email was sent confirming the start of public consultation. A further email was sent on the 14 December 2022 advising of the upcoming deadline for consultation comments.

- 8.2 Public consultation on the Birkenhead Road scheme was undertaken from 23rd November to 21st December 2022 with local residents, landowners, and businesses via the Have Your Say website. During the public consultation period, 83 objections and 86 expressions of support were received. These comments, noted as objections and expressions of support received during the public consultation and an officer response to each are summarised in Appendix 3 of this report. In addition, a petition has also been received objecting to the proposal recording 674 signatures, however it should be noted this was still live at the time of preparing this report.
- 8.3 Consultation has also been undertaken with the Emergency Services, Freight Transport Association, Road Haulage Association, Merseytravel and Wirral's Active Travel Forum including the Royal National Institute of Blind People (RNIB). Letters with plans were delivered to residents and businesses found within the vicinity of the scheme, informing them of the proposals.
- 8.4 The Wirral Active Travel Forum is a formally constituted group which meets quarterly with interested public and private organisations and individuals, to support active travel as a simple, low cost and effective way for people to access life opportunities whilst increasing levels of physical activity in their day-to-day life. Membership of this group is open to all and the forum have been engaged as Work Package 7 programme has developed.
- 8.5 The Members Active Travel Working Group were engaged regarding the Birkenhead Road scheme on 6 October 2022, 8 December 2022 and the results of the consultation were discussed with the working group on 8 February 2023.

9.0 EQUALITY IMPLICATIONS

- 9.1 An Equality Impact Assessment has been completed and published. Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 The Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act.
- 9.3 Whilst there are no equality implications arising from this report, the associated actions arising from the delivery may further need to assess any equality issues and mitigate any negative impact that may emerge.
- 9.4 An Equality Impact Assessment has been completed and this is published at <u>https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments</u>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 Delivery of active travel projects will enable increased numbers of journeys to be undertaken by sustainable modes, especially for local journeys, therefore reducing residents' reliance on the private car and reducing carbon emissions. Increasing cycling and walking will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle instead of private car harmful emissions will be reduced. Promoting active travel can result in reduced emissions of Nitrogen Dioxide, particulate matter and Carbon Dioxide helping to tackle climate change and improve air quality.
- 10.2 Gear Change Cycling Strategy produced by Government in Summer 2020 identifies that mode shift to active transport is one of the most cost-effective ways of reducing transport emissions and that meeting the targets to double cycling and increasing walking would lead to savings of £567million annually from air quality alone and prevent 8,300 premature deaths each year in England and provide opportunity to improve green spaces and biodiversity.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 Sustainable travel is at the heart of the Birkenhead 2040 Framework and emerging Local Plan. In this context that this scheme it is part of a wider programme to deliver a prosperous, inclusive economy to benefit local residents. The proposed improvements to Birkenhead Road will have a positive impact on removing barriers to active travel and encouraging a switch from motorised for short journeys.
- 11.2 The project supports the reduction in energy consumption as it will support the Cool 2 target of 'a complete transition to fossil fuel free local travel by around 2030'.
- 11.3 Gear Change, the Governments Cycling Strategy, identifies that mode shift to active transport is one of the most cost-effective ways of reducing transport emissions and that meeting the targets to double cycling and increasing walking would lead to savings of £567million annually from air quality alone and prevent 8,300 premature deaths each year and provide opportunities to improve green spaces and biodiversity.

REPORT AUTHOR: Julie Barnes Lead Commissioner Transport and Technology Strategic Transport Regeneration and Place Directorate,

> Tel 0151 606 2365 juliebarnes@wirral.gov.uk

APPENDICES

| Appendix 1: | Birkenhead Road Scheme Drawings Ref Nos. |
|-------------|--|
| | 100105630-MMD-02-BH-DR-C-0101 |
| | 100105630-MMD-02-BH-DR-C-0102 |
| Appendix 2: | Birkenhead Road Objections and Expressions of Support Report from the 'Have Your Say' website. |
| Appendix 3: | Birkenhead Road Officer response to Objections and Expressions of Support. |

TERMS OF REFERENCE

This report is being considered by Economy, Regeneration and Housing Committee in accordance with section a) of its Terms of Reference

"The Committee is charged by full Council to undertake responsibility for: (a) formulation and delivery of the Council's strategic development objectives for planning, sustainability and transportation".

BACKGROUND PAPERS

Gear Change Plan for Cycling and Walking – Department for Transport July 2020 https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

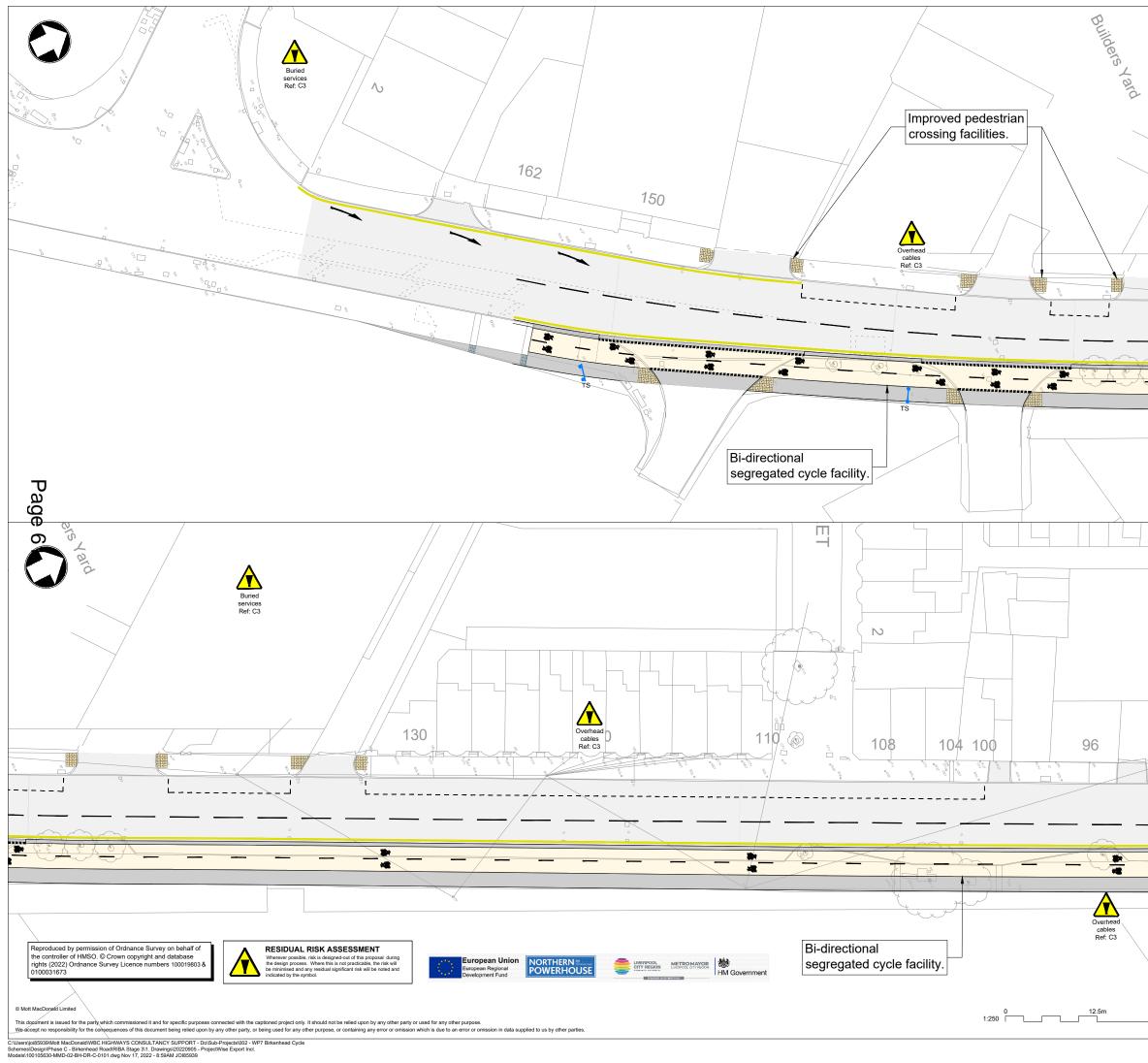
Gear Change Plan One Year One– Department for Transport July 2021 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attach ment_data/file/1007815/gear-change-one-year-on.pdf

Cycling Infrastructure Design Local Transport Note 1/20 https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

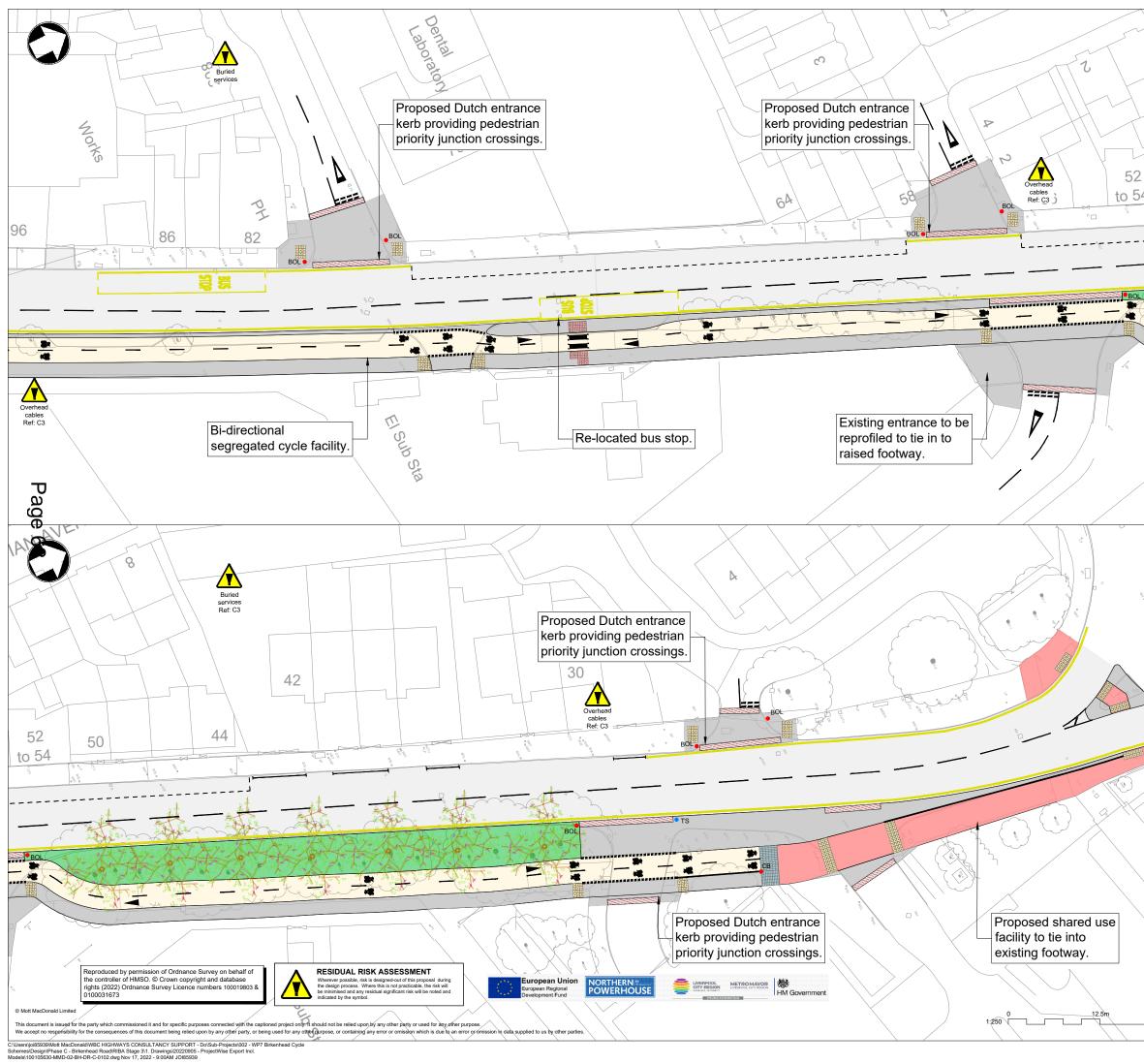
Sustrans Bike Life Report Liverpool City Region https://www.sustrans.org.uk/bike-life/bike-life-liverpool-city-region/

SUBJECT HISTORY (last 3 years)

| Council Meeting | Date |
|---|-----------------|
| Economy Regeneration and Development Committee Item 71 | 26 January 2022 |



| | Notes 1. General arrangement design based on topographical survey pr Survey Operations (22/256), May 2022. 2. This drawing should be read in conjunction with all design draw specifications. 3. All dimensions in meters unless otherwise stated. 4. Do not scale any items or information from the drawing. 5. For hazard references refer to document 100105630-WP7-02 E Rd - MMF 110 DHEMR 6. This drawing should be read in conjunction with all Wirral Cour detail drawings. | | | | | | d |
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| Status Stamp Appointed Party Ground Floor M M MOTT M MACDONALD T +44 (0)151 236 4343 Www.motimac.com Appointing Party Title Title Wirral Highway Design Support Birkenhead Cycle Schemes Birkenhead Road General Arrangement Sheet 2 of 2 Designed JKay MD Project Number Scale at A1 Number Scale at A1 Security Number For review and comment Status Cool Suitability Description Suitability Description Suitability Description Suitability Cool Suitability Description Suitability Description | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 100108 100109 100109 100109 100109 100108 100108 100108 | 5630-MMD 5630-MMD 5630-MMD 5630-MMD 5630-MMD 5630-MMD 5630-MMD 5630-MMD | - -02-BH-D -02-BH-D -02-BH-D -02-BH-D -02-BH-D -02-BH-D -02-BH-D -02-BH-D | R-C-0201 & 02 R-C-0501 & 05 R-C-0601 & 06 R-C-0701 & 07 R-C-1101 & 11 R-C-1201 & 12 R-D-0503 & 05 R-D-0510 & 05 | 02 - Sit 02 - Iro 02 - Ea 02 - Pa 02 - Ke 02 - Tra & 04 - Dr. & 11 - Dr. St | te Clearar nworks S urthworks wements rrbing & F affic Sign Sheet 2 ainage G Sheet 2 ainage T neet 2 | nce Sheet 1 heet 1 & Sl Sheet 1 & S Sheet 1 & S Sootways Sh s & Road M eneral Arra ypical Detai | heet 2 Sheet 2 Sheet 2 heet 1 & S larkings S Ingement Is Sheet | Sheet 2 Sheet 1 Sheet 1 1 & |
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Have your say

Active Travel Consultation: Birkenhead Road



Consultation: 23 November – 21 December 2022

Report: 02 February 2023



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1.0 Executive Summary

Wirral Council is seeking feedback on proposals to introduce a package of highway measures and environmental improvements along Birkenhead Road, Seacombe Ward. The Birkenhead Road Active Travel Scheme consultation asked for feedback regarding the following proposed changes:

- An upgraded segregated pedestrian footway and cycle track along the east side of Birkenhead Road (between Kelvin Road and Seacombe View).
- Removal of existing vehicle parking bays along the east side of Birkenhead Road.
- Provision of new vehicle parking bays along the western side of Birkenhead Road (between house numbers 30 – 56), improving safety by removing the need for residents and visitors to cross the road to access their vehicles.
- Pedestrian and cycle priority crossings at side roads.
- Improvements to pedestrian crossing points at dropped kerb accesses along the west side of Birkenhead Road.
- Removal of existing bus bay on the east side of Birkenhead Road, opposite 100
 Birkenhead Road, to be replaced with a Bus Stop Bypass facility opposite 76 Birkenhead
 Road.
- Introduction of Traffic Regulation Orders (double yellow lines).
- Revision of existing Traffic Regulation Orders (double yellow lines) along the western side of Birkenhead Road, to enable vehicle parking.
- Removal of trees from the eastern side of Birkenhead Road to allow for footway and cycle track upgrades. New trees will be planted at Corbyn Street and the Seacombe Ferry area.

The consultation sought the views of Wirral residents and other stakeholders to understand levels of support and understand why residents support or object to the proposals. These findings will be considered at the meeting of the Active Travel Working Group on 07 February 2023.



1.1 Key Findings

- The engagement generated 169 responses.
- 50.9% of respondents support the proposals and 49.1% object to the proposals.
- Two petitions in objection to the proposals were received with a combined number of 379 signatures.



2.0 Methodology

The consultation was carried out between 23 November – 21 December 2022. The approach used was an on online public consultation through the 'Have your say' consultation portal at <u>www.haveyoursay.wirral.gov.uk</u> with a page dedicated to the Birkenhead Road Active Travel Scheme.

A photograph of Birkenhead Road as it is now, and a visual representation of the proposed scheme was shown on the project page and the Project Board was available in the Documents section. Detailed concept plans showing the extent of the proposals were also available to view in the Documents section of this page.

The project page provided images of Birkenhead Road area as it is now and the proposed improvement scheme. Detailed concept plans, showing the extent of the proposals, were available to view in the Documents section on the page along with a project board highlighting key features of the scheme and visual representations of the proposed scheme.

An online questionnaire was provided for residents to engage with. Respondents were also able to submit freepost correspondence regarding the scheme to a nominated address, request help completing the questionnaire, or submit additional comments via a dedicated email address, which was published on the 'Have your say' website alongside the online tool.

Following the consultation, the feedback will be considered at the meeting of the Active Travel Working Group on 07 February 2023.

2.1 Questionnaire

The consultation questionnaire was developed to gain an idea of the level of support for the scheme, along with the reasons for the support or objections.

The questionnaire asked respondents if they supported or objected the proposals in a closed question, followed by an open free text question where they could expand and explain the rationale behind their previous answer. It was mandatory for the responder to include the reason for their support or objection as this is required for the evidence base for decision making on the schemes.

Following the closure of the consultation, the responses to each of the questions were collated and included in this report. Free text responses have been provided in full.

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2.3 Analysis of Respondents

Respondents to the online tools were provided with the option to provide demographic information about themselves. It must be noted that this is an option and that not all

respondents included this information. This data allows the demographic results to be included in this report to enable analysis of the scope of responses and representation from different demographic groups.

2.4 Interpretation of Results

In terms of the results, it is important to note that:

• The public consultation is not representative of the overall population but provides information on the opinion of those residents who engaged.

2.5 Communication

The consultation was promoted through the council's organic channels to reach Wirral residents and encourage them to have their say on the proposals. This included:

- Organic social media (content shared across Facebook and Twitter)
- Media releases issued to local print and digital media (covered in Wirral Globe, Birkenhead News and Liverpool Echo)
- Wirral View news articles
- Resident email Wirral View

In addition, residents, and businesses local to Birkenhead Road scheme area were sent letters giving notice of the engagement and encouraging their participation.



3.0 Results

3.1 The Questionnaire

The questionnaire was responded to by 169 people. 167 responses came through the online portal, and 2 postal responses were received.

3.1.1 Question 1: Do you support or object to the planned proposals?

Respondents selected one option indicating if they support or object to the proposed changes to Birkenhead Road. 167 people responded to this question online, and 2 submitted postal responses. In total, 50.9% of respondents support the proposals and 49.1% object to the proposals.

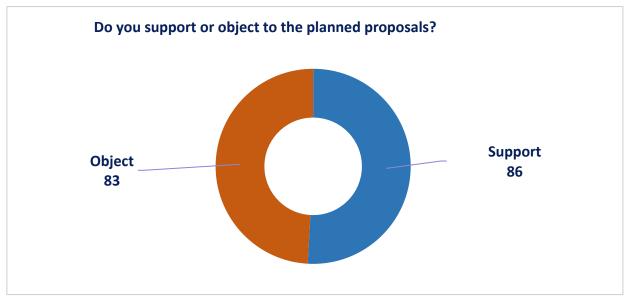


Figure 1: Chart displaying the number of people who support and object to the proposals.

| Do you support or object to the planned proposals? | | % |
|--|-----|--------|
| Support | 86 | 50.9% |
| Object | 83 | 49.1% |
| Total | 169 | 100.0% |

Table 1: Table displaying the number of people who support and object to the proposals.

The reasons for objections and support are included in Appendix 1.



3.2 Direct Representations

Two petitions objecting to the proposals have been received with a combined 379 responses. The representations are included in Appendix 2.



4.0 Demographics and Site Traffic

4.1 Demographics

Registration was required to engage in the online consultation. The registration form included questions regarding demographics including gender, age group, ethnicity, and sexual orientation, however not all questions in the registration form were compulsory and respondents could choose to select 'prefer not to say' or skip the question. The demographics results are summarised below. The same questions were included on the paper-copy questionnaires.



Most of the respondents (77.8%) classed themselves as local residents.

Figure 1: Who are you registering as?

The gender of respondents was 58.5% male and 39.5% female, with 2.1% preferring not to say.



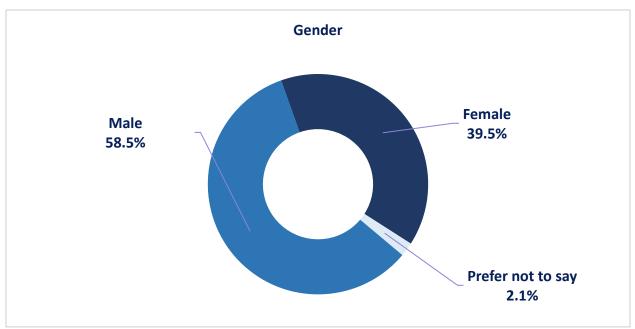


Figure 2: Gender of respondents

The age group profile is illustrated below, the most common age group was 55-64 years (21.9%), followed by 65-74 years (20.4%). Under 25's only made up 4.1% of respondents.

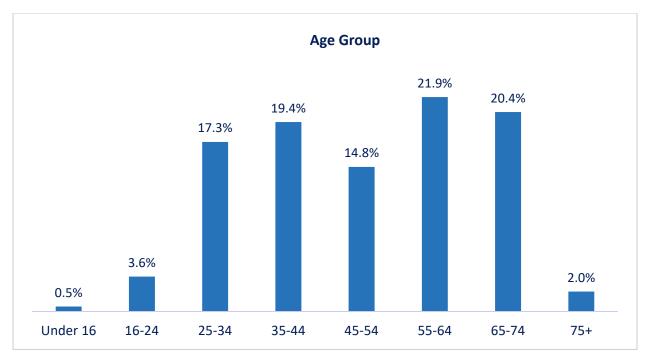


Figure 3: Age group of respondents

90.7% of respondents were White British, 3.6% of respondents were of a non-white or other ethnicity.

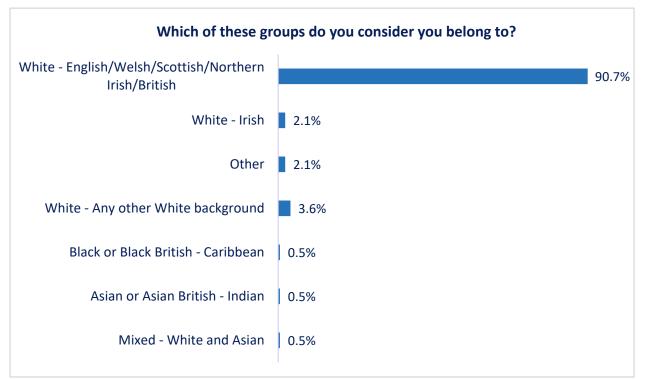


Figure 4: Ethnicity of respondents

78.9% of respondents were heterosexual, 2.1% were gay/ lesbian, 1.5% bisexual and 17.5% preferred not to say.

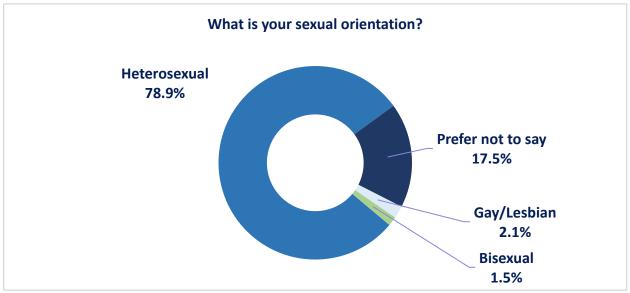
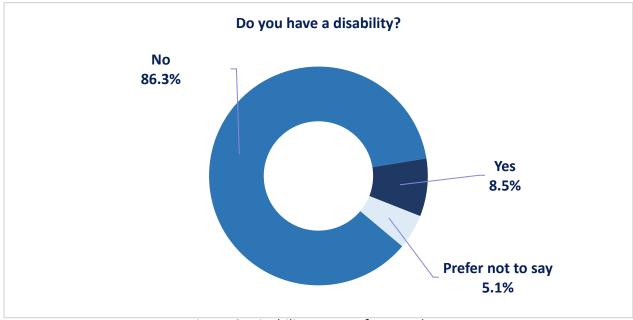


Figure 5: Sexual orientation of respondents



8.5% of respondents said they had a disability, 5.1% preferred not to say, and 86.3% said they did not have a disability.

Figure 6: Disability status of respondents



Each of the 22 Wirral Wards had some representation. The most represented Ward was Seacombe (11.5%), followed by New Brighton (8.0%). The least represented wards were Leasowe and Moreton East and West kirby and Thurstaston, each with 1% of responses. Additionally, 4.5% of responses came from outside Wirral.

| | Responses by Ward | |
|----------------------------------|-------------------|-------|
| Seacombe | | 11.5% |
| New Brighton | 8.0% | |
| Wallasey | 7.0% | |
| Claughton | 7.0% | |
| Oxton | 5.5% | |
| Clatterbridge | 5.5% | |
| Hoylake and Meols | 5.0% | |
| Bebington | 5.0% | |
| Birkenhead and Tranmere | 4.5% | |
| Prenton | 4.5% | |
| Bromborough | 4.0% | |
| Liscard | 4.0% | |
| Heswall | 4.0% | |
| Bidston and St. James | 4.0% | |
| Eastham | 3.5% | |
| Greasby, Frankby and Irby | 3.0% | |
| Moreton West and Saughall Massie | 2.5% | |
| Rock Ferry | 2.0% | |
| Upton | 1.5% | |
| Pensby and Thingwall | 1.5% | |
| Leasowe and Moreton East | 1.0% | |
| West Kirby and Thurstaston | 1.0% | |
| External | | |
| External | 4.5% | |

Figure 7: Wirral Ward representation



4.2 Have your say - Site Traffic

Reviewing the site activity, visits, and how people visit the site can be useful to evaluate if people are aware of the site, as well as to ensure engagement activities are deployed effectively, and to a wide range of different people – enhancing public engagement in the future. 887 visited the Birkenhead Road Active Travel Scheme consultation page of the Have Your Say site, of these 223 visited multiple project pages and 79 downloaded a document. 167 people in total completed the questionnaire.

These figures cannot be viewed as definitive as they are based on site tracking through 'cookies' and there are a number of factors that can impact on this. These include that cookies may be disabled or deleted, individuals may access the site multiple times through different devices or different browsers. However, the figures can be used to gauge how much interest has been generated in individual projects through the rate of engaged participants.

The route that people access the site is known as the traffic source. The 'Have your say' portal allows analysis to be carried out on traffic source, and if they lead to engagement in the site tools such as the questionnaire. This analysis allows a greater understanding of which communication and promotional tools to use to optimise engagement.

For this project a range of traffic sources have been reviewed and summarised in the table below. Most visits to the site were either direct visits where people typed the internet address into their web browser (380 visits) or links clicked from social media sites (360). Direct visits generated a rate of engagement of 24.2%, meaning 24.2% of these visits resulted in completion of the survey. Social media visits had an engagement rate of 13.9%.

| TRAFFIC | AWARE | INFORMED VISITS | ENGAGED VISITS | |
|---------------|--------|-----------------|----------------|--|
| CHANNEL | VISITS | (%) | (%) | |
| DIRECT | 380 | 218 (57.4%) | 92 (24.2%) | |
| SOCIAL | 360 | 164 (45.6%) | 50 (13.9%) | |
| EMAIL | 4 | 3 (75%) | 3 (75%) | |
| SEARCH ENGINE | 46 | 19 (41.3%) | 7 (15.2%) | |
| .GOV SITES | 2 | 1 (50%) | 0 (0%) | |
| REFERRALS | 95 | 47 (49.5%) | 15 (15.8%) | |

Table 2: Site traffic sources



Appendix 1: Rationale

Support

- 1. When electric scooters are brought in, this will help travel
- I have cycled this route on the shared user path, and I agree with the proposals.
 This will improve the existing SUP and make it safer. e.g., the bus stop area is not very safe at the moment.
- 3. I cycle to work in this area. These will be much welcomed improvements.
- 4. Safer for cycling and also improving air quality hopefully with less cars
- 5. I think it will be a good transport/ infrastructure upgrade, however I'm curious if the cycle Lane should be on the western side with the shops/ houses or the eastern side with the lorries/ warehouses. What will happen with this "Scottsfield" industrial park? Will it be fully utilised considering its prominent location surrounded by water?

I'm not sure if removing the trees will be good?

Either way it should encourage taking the bus, walking and cycling $\bigoplus \bigtriangleup$.

- 6. The plans look to support safer cycling and walking. improved lighting will be needed on the cycle path side of the road as that side of the road is currently unlit. Is it possible to have islands every 20/30 houses situated within the parking bays to plant trees in to make up for the trees being removed on the opposite side of the road? If the AT plan encourages more people to walk then there may need to be some more litter bins placed along the route too. All- in- all a great improvement to the look and feel of the road.
- 7. these are good proposals, long overdue
- 8. Improves the cycling facility no end. Big issues with the bus stop, especially with the bus stop conflict.



9. This is already a well used section of cycle way but there are many deficiencies so its full potential is not being realised. This scheme will address those failings and make for a safer, more attractive environment for cyclists and pedestrians.

It's important that everything possible is done to deter illegal and obstructive parking, especially opposite the Soccer Dome as this is currently a real issue.

I would hope that everything possible is done to add more trees along the length of Birkenhead Road and address lighting by the cycle path as this is currently insufficient.

Thanks for bring this scheme forward. More of this sort of thing please!

- 10. Significant improvement upon an existing badly-designed route.
- 11. This would add a much needed update to the local area, allowing for easy and safe transition from the promenade in Seacombe to this cycle path through towards Birkenhead town center.

My worry is between the hours of 5-9 Monday-Thursday, this road is beyond a joke when it comes to parking, with the Soccer Dome not having parking suitable for their needs, and removing the parking area on the opposite side of the road would only make this worse.

This needs to be reviewed regardless of whether these proposals move forward, with constant traffic build up and dangerous situations for both parents and youngsters coming in and out of the Soccer Dome a real issue, not to mention the parking in the entrance to the large business site adjacent to the leisure venue.

My suggestion would be potentially shortening the width of the pavement, along with having a slim cycle path to allow parking the whole way up the street, along side the cycle path, accommodating for all users.

- 12. I would like to see more segregated cycles lanes and wider pavements to increase active travel in the Wirral. I would also like to see more double yellows on roads to prevent cars from parking on roads. it would be better to have offstreet car parking or segregated and allocated car parking spaces.
- 13. The artists impression of the proposed changes does look like an improvement.
- 14. Might encourage more sustainable travel
- 15. I have started cycling and would like to use this as an exercise, but lack the confidence to use the roads. Accessing cycling n routes is a safe option



16. safer for cycling

- 17. I ride this route a lot. It's OK as it is but not ideal having to give way to all of the side roads and the bus stop. The plans look great and will make more people feel confident to take up cycling themselves.
- 18. I travel by bicycle to the ferry. There is a cycle path on the other side of the road but it is very stop/start (crossing side side roads and bus stops) and crossing the road is difficult at rush hour.
- 19. Because it be safer
- 20. I am a keen cyclist and occasional user of the route outlined. I therefore find the proposal suitable for encouraging cycling by making the route safer.
- 21. We need more safe active travel routes
- 22. The current cycle "lanes" on Birkenhead Road are badly planned and dangerous for both cyclists and pedestrians. There are places where the cycle lane just stops and leads cyclists either into potential conflict with either pedestrians (eg at bus stops) or motorists. The proposal for a segregated cycle lane is very welcome as it will be much safer. Having cycle priority at junctions makes a lot of sense because 1) motorists have to slow down or stop anyway when joining or leaving the main road and 2) cycling will only become safer when motorists get in the habit of giving cyclists priority and accepting this as the norm. Introducing cyclist priority at junctions will help to achieve this.



23. I cycle a lot and know the area well (I also drive) so I think I have a good idea about what is needed. These plans support and stimulate safe active travel which is exactly what we need. The area is flat and most people drive short distances, in principle this could be a fantastic area to have active travel as the primary mode of transport. A have a few suggestions:

(1) please make sure designs are discussed with cyclists (happy to help). Unfortunately there are a few new bike lanes (Tower Road comes to mind) that are not fit for purpose.

(2) please police more intensively - cars parked on bike lanes (or footpaths) are not acceptable, drivers running red lights or playing with their phones is not acceptable. I see these things on an almost daily basis. But yes, please also police cyclists (warnings and tickets for the stubborn ones) esp. on bike lights and (for electic bikes) speed limits.

(3) the most important thing but I don't really know how to do it. We need a change in culture. Seeing many people's responses on social media is very upsetting - one would swear cyclists are the Devil Incarnated whereas in reality it is them that keep the roads less busy, don't create potholes, keep the air breathable and the planet less hot for everyone. (personal benefits are better health and better mood) I have had people shout at me for no reason at all (except I was using the road) and worse, have survived a few unavoidable near misses (and one hit and run). Maybe we need much more awareness, and get rid of the 1960 "My Car is King" attitude that for some reason still lived on in this part of the world. I think this will need to start in primary school. A lot of people are very upset that they can't drop their kids off easily but also that all "the others" park double etc. I grew up where every child starting in primary school cycled to school (90%+, and twice a year the local police would come over to test our lights and brakes). This creates NO traffic situations at the school, because there will be very few cars it is also safe, and after all by definition everyone lived within cycling distance from their school. Good education in schools, cycle training, and having role models (teachers cycling to work) would be good.

- 24. I cycle on that road everyday. The current cycle path isn't fit for purpose. The bus stop must be considered as currently the path goes through the middle of it
- 25. This is a well used section of path on the Wirral Circular Trail and link between Seacombe Ferry (with new Eureka) and Wirral Waters. The bus stop with trees and a post are dangerous to both pedestrians and people on bikes currently. Priority at side roads is important these are little used by motor traffic but create a risk to people walking and cycling by adding in stops and starts to the journey, and looking back to check whether any traffic is turning in to the junction is particularly difficult. This would be a big improvement for people walking and cycling with minimal inconvenience to drivers.



- 26. Being a cyclist we need better infrastructure on these roads in order to be safer. HOWEVER, any proposals must apply a degree of rationale and common sense and not be to the total detriment of the other mode of transport. The only thing I vehemently object to is the removal of trees on the PAVEMENT section of this part of the road only to replant them elsewhere (pointless as it takes 20+ years for new planted trees to reach maturity and we need ALL THE CO2 ABSORPTION FACILITIES ON OUR ROADS THAT WE CAN HOLD ONTO NOW!!!). There is NO need to remove the tree as it does not fall on the cycle way. people are intelligent enough to walk around a tree on a footpath are they not? And of course they provide welcome shade on bright hot days or wet days....every tree counts! DO NOT REMOVE THEM SIMPLY ON A WHIM!!!
- 27. 1) The existing cycleway is a dangerous 2) With the climate emergency and high air pollution, we need more cycling infrastructure.
- 28. I live at 86 Birkenhead Road and I feel like it will improve the street especially the bus shelter and the improved parking
- 29. That stretch is the main corrider for me, on my bike when I leave home. The area around the bus stop is terrible. Cars parking in the access areas to the facgtories can be problematic. Whats going to happen to the trees though?
- 30. As a regular cyclist I support any plans to keep cyclists safe.
- 31. The current cycle lane is a half measure and doesn't work well for anyone. On a recent trip to Ferry pub on the prom, this was one of handful pain points when planning a route that would ensure my partner felt safe on two wheels. Having a continuous, protected lane would have made that trip much easier and comfortable for my partner. Dutch style profile changes to prioritize pedestrians and cyclists would be very welcome! I have used travel along numerous cycle paths with road junctions without profile changes for cars crossing the cycle lane and this has caused countless dangerous encounters.
- 32. The current cycle path is a waste of time with breaks especially around the bus stop. Maybe plant even more trees than those which are to be removed and ensure they are well protected and allowed to flourish.
- 33. I use this on pavement cycle lane a lot and the bus stop [and passengers in the lane] is always problematic. It could be so much better. This route is used by a lot of cyclists.
- 34. Cycle lane access on this road has always been problematic and these measures will make like easier and safer for cyclists and pedestrians. I agree with the avoidance of the need to cross the road to parked cars for local residents.
- 35. Active travel is not only healthier and better for the environment it promotes a better, safer and more pleasant street scene.

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36. It will imporive the area for residents, pedestrians, cyclists and motor vehicles

- 37. The current route via the prom is not suitable for utility cycling (i.e. commuting or running errands/shopping by bike). We need a high quality cycling route that makes it possible to keep cyclists on the main routes, and avoids pushing them off the main road onto a stretch of space that is often extremely busy in the summer, or very quiet (and therefore a danger to women and other vulnerable users).
- 38. The cycle lane is properly separated from the road by a kerb.
- 39. Sensible plans, will improve this road for all users
- 40. The current scheme is quite poor is a couple of key areas- side road priority for peds/cyclists(regardless of recent Highway Code changes...), pedestrian/cyclist conflict especially at the bus stop and also conflicts between motorists either opening doors from exisitng bays or using the two infrequently used side roads for short stay parking for Soccer Dome, which can block the cycle/ped route entirely.
- 41. Open minded person to new developments
- 42. The car is finished as a sustainable means of transport in the medium term its time as a species we took that on board
- 43. Much better road layout. Safer for pedestrians.
- 44. New Look.clearing out the shabinness. ..pedestrian crossings are needed. Clear bike/people paths
- 45. I like the idea
- 46. It encourages people's to walk or cycle and feel safe
- 47. For health, environmental, and a nice place to live. People need to be given alternatives to travelling by car.
- 48. It makes sense. Easier access for residents. Easier access for cars and cyclists. Please make sure there is adequate street lighting if the area is to be more accessible.
- 49. Gosh it is so great to see these plans! I live in Birkenhead and work in Liverpool and cycle to the office via the Seacombe ferry. Anyone who has ever tried to use the current cycle path on this road knows how absolutely ridiculous it is. I wouldn't dream of taking a child cycling along this path, and am sure any other parent would feel the same way. I wholeheartedly support any plans which provide safer walking and cycling routes on Wirral, and can't think of many better uses of public money. I'm sure this will encourage more people to cycle to work in Liverpool rather than drive, which is again a win-win. Excited to see these plans come into effect! Great work.



50. This would be transformative for cyclists using Seacombe ferry and likely to increase the use of public transport across the mersey. The existing layout is dangerous for cyclists and I have experienced multiple near misses; this change is likely to encourage many more less confident cyclists to use this road.

Much improved facilities for pedestrians as well. Please can we have more such similar schemesthey have a huge impact in encouraging non-motorised forms of transport

- 51. We need more safe walking and cycling paths!
- 52. Cycling should be promoted in any form, as it is a safe, healthy, environmental friendly ,cheap and fast (for local commuting) way of travelling. The existing shared cycle path does not invite cyclists, especially with the bus stop blocking it. The concerns of the soccer dome about parking places could be something to have another look at. Although in the long term the kids should get there by bike and not by car. I'm from the Netherlands originally, and most kids go to sports on their bikes and not by car.
- 53. I am a keen cyclist and the suggested improvements are much needed.
- 54. Active travel, whether on foot or by bike is the healthy option. It reduces pollution and keeps one fit at the same time.
- 55. Much needed improvements to current road layout. Trees should be replaced by new saplings, shrubs if space is limited.
- 56. It will be easier and safer to walk and cycle in this area, especially for the new residents at Wirral Waters. Reduced air pollution too.
- 57. Potentially make streets safer and offer opportunity to use more diverse and sustainable methods of transport.

We should have escooters on the peninsula like Liverpool though.

Also, don't do all this at the expense of reasonably using one's car.

- 58. Clearer cycle route
- 59. Safe integrated cycling infrastructure is shown to improve business and health
- 60. It is absolutely imperative that we reduce fuel use and pollution, and increase people's physical activity for health reasons. I use the current cycle way regularly, and have been very happy to have it since nearly being knocked off my bike by a speeding car before the cycleway existed. More people are likely to cycle if they feel safe doing so. However, I object to the removal of trees. It is also imperative that we keep our trees, and I don't see why we can't have the bulk of



the scheme without killing them. There's no problem with cyclists and pedestrians using the same path as it is, as far as I have seen.

- 61. I think it is really important that infrastructure is put in place for people to walk and cycle safely. Climate change is real and people should be using their cars less.
- 62. Love the proposals to build a dedicate bike lane along this road as it will make cycling here much safer and encourage more people to cycle here. My only worry is that if the bike lane is not protected then drivers will continue to park in it
- 63. I support Active travel. I support environmental and safety improvements and equality for cyclists and pedestrians to travel safely.
- 64. To make our environment safer, cleaner, and to give people easier access to healthier ways of travel.
- 65. Safer active travel is the way forward
- 66. Safer for cyclists.
- 67. Greener and safer travel is a top priority.
- 68. Any improvement to cycle and walk ways is excellent
- 69. I use this cycle path regularly with my child and it is not suitable at present. There are a lot of places he has to get off his bike and then remount.
- 70. They support walking and cycling, and improve the use of the road, even tho the image of the upgrade is very hard and unsympathetic visually.
- 71. Because I don't own a car and need a safe way of moving around
- 72. The proposals will be beneficial & amp; enhance safety for all road users, particularly pedestrians & amp; cyclists and thus encourage more people to leave their cars behind and use active methods of getting around. Better for health & amp; climate change
- 73. Any scheme that is well thought out and aims to reduce the reliance on motorised vehicles together with increasing the ease of cycle travel, has my backing every time. It helps with both climate issues, human health and the cost of transportation for the individual if conducted in the right way and with the inclusion of the public.
- 74. Have cycled this route with my children would benefit from better crossings and more priority for walking/cycling. The designs look good! Will be great to enable families to get to/from Eureka and New Brighton beyond, plus handy to get to Soccer Dome as well



- 75. Travelling across the Wirral on a bike, especially when accompanied by young children is often dangerous. Poor cycling infrastructure discourages young people to feel safe. Birkenhead road is a typical exemple of poor and dangerous current infrastructure. The cycle lane is cut off by a bus station! This forces cyclist to dismount before passing the bus stop. On busy time, it becomes difficult to pass around the pedestrians waiting for the bus while pushing the bike (and try with youngsters who are not yet at ease pushing their bikes...) any improvement that enables safe, continuous, dedicated cycling lanes are welcome.
- 76. I bike or use public transport daily. Often the bike paths are confusing or not clear, but this looks both clear and I like that the separated barrier makes it safer for everyone.
- 77. To facilitate more active travel
- 78. In order to meet climate change commitments, our society must enable active travel for more people making our roads safer for schoolchildren and commuting adults will lead to a reduction in the number of short journeys made in cars. These proposals support this change.
- 79. I firmly believe that cycling & amp; walking facilities can & amp; should be improved around the whole Wirral Peninsular particularly that they shouls all be "joined up". This is part of that process!
- 80. It is essential that we encourage less use of cars and more use of bikes and public transport. The roads are unsafe to cycle on at the moment and safer spaces will encourage more users to get on their bikes, reducing congestion, emissions and improving health of the individuals and air quality of the communities.
- 81. To encourage safe cycling and walking with health benefits to all. Priority should be given to walkers and cycling, not vehicles .
- 82. We need to be more friendly to car alternative transport if we want to achieve zero carbon goals. Pedestrianised streets also lead to higher safety for pedestrians in all aspects, safety from car accidents and predators
- 83. Will be great to ride my bike to Eureka and Soccer Dome. It looks good
- 84. Always a shame to remove trees (so please do plant far more than are removed) but I cycle this route often and the current situation is dangerous for cyclists and pedestrians. The improvements will really help more people cycle here and clean up the air in this area. Thank you for all the work you are doing to improve active travel and road safety.
- 85. I support the proposals as increased walking and cycling infrastructure will reduce carbon emissions, reduce road congestion and increase physical health. Increasing the cycle lane to two way will reduce the chances of collision between cyclists and pedestrians and cyclists and motorists.

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86. I support the proposal on the grounds of : Road safety. Health & amp; Wellbeing. Reduced congestion / lower pollution. Economic benefits (walkers/cyclists spend more money locally). Addresses the climate emergency. Fit with Wirral Plan. Fit with Local Plan.

I support the proposal since we need to encourage increased walking and cycling to our visitor destinations - Europa has a potentially high footfall and we want people to arrive as sustainably as possible.

I also support the proposal in that it supports lower transport costs and so provides cost of living benefits.

But, please consider

1. narrowing the side roads and/or using the opportunity for the infrastructure to reinforce the transport hierarchy by use of continuous raised pedestrian and cycle way across the side junctions or colour demonstrating pedestrian and cycle priority

2. including more trees in the design. Residents deserve trees. The plans shift the parking across the road, they can also include build outs with trees - e.g., plant trees every 10 houses or so. Urban trees reduce urban heat sink effects, provide shade when walking/cycling, reduce pollution, support sustainable urban drainage, etc,



Objections

- 1. this would effect the business as there would be less parking for customers to park their car and the cycle lane being expanded is bearly ever used if anything add more parking
- 2. Parking bays should remain to service soccer dome users. There are not enough as it is.
- 3. I believe this proposal would have a detrimental impact to people using this road park to take part in fitness activities within the Soccer Dome. Many users of this fitness facility will choose to drive out of concern for their own safety, particularly in the dark. I believe that this would have a detrimental impact to the existing fitness facility and be counter to the idea of improving the health and well-being of Wirral residents.
- 4. You need to look at more rough and run down areas of Birkenhead rather than looking at areas that are not so deprived and need urgent support, if you look at areas such as tranmere, it has a beautiful new built st Catherine's centre but the Derby road is a state and needs to look better, especially roads such a Harrowby road they are so run down the road is literally falling apart and the pavement is full of dirt and weeds growing out that needs replacing, then you have the back passageway of the street which is pure filth overgrown and left a mess
- 5. The area does not need cycle lanes and getting rid of parking to make way for it.. the area needs better lighting safer crossing areas and better use for pedestrians
- 6. I am a resident of Birkenhead road I live at 118 and currently as it is I can't even park outside my own house due to the road being used as parking for the people visiting the soccer dome I have 3 small children and most of the time have to park anywhere between 100 & amp; 500 yards away from my own house I suffer with depression and anxiety and this doesn't help now you are proposing to take away parking bays and replacing them with a cycle lane it's quite frankly ludicrous one proposal that should be considered is putting in place pay and display machines and/or parking for resident permit holders I don't see why I should be made to park my car a ridiculous distance away from my house and walk my 3 small children to my house in all kinds of weather so I strongly object to these proposals as they make no sense whatsoever
- 7. I live on Birkenhead Road, and the parking is very difficult at the moment, but if these proposals were put into force then parking would be a nightmare. The main reason for the trouble is that The Soccer Dome has no designated parking areas, if they did then parking for residents would be a lot better, taking the parking area from the East side of the road would make residential parking worse than ever.



Your plan shows removal of existing parking on the eastern side of Birkenhead Road. Currently on Birkenhead Road we have the Soccer Dome and when they have it open for games the traffic is extremely high including parking. For residents in the area suffer and people ultimately park where they want, regardless of yellow lines. There is no penalty for them parking there. There is available land just pass the bus stop on the eastern side, I don't understand for safety purposes why the funding can't be put towards purchasing this land and turning it into a car park.
 Your plans show making additional parking available on the west side of Birkenhead Road, leading up right before the entrance for Horseman Place. As a resident along this road, if you are

removing parking for anyone going to the Soccer Dome on the east, and they will be forced to use all spaces on the west side, I foresee them parking within Horseman Place, which is a small culde-sac and house residents will not be able to park outside their own homes. This includes the houses on Birkenhead Road. When pulling out of these roads like Horseman Place, parked cars will obscure the view, which could result in an RTC.

3. If you were a resident in the local area, you'd know the heavy traffic flow along this road, making more spaces for cyclists is not going to help car road users. As a daily user I see cyclists ignoring the current cycle path along the pavement and opting to use the road. The current path along the river front needs to be promoted more, again using this funding to put more lighting in this area.

4. As Birkenhead Road is near a Ferry Terminal for use of Lorries, we have a high number of heavy good vehicles using Birkenhead Road (this includes wide vehicles like Buses too), reducing the lane width for a cycle lane will have effect on other road users.

5. The relocation of the bus stops I'm assuming will mean the bus will not have a section away from the road to pull in (I cannot see this on the proposed images). This will result in cars attempting to overtake the bus and moving into the opposite side of the road, which will result in a risked RTC.

6. Implementing yellow lines will not result in anymore misuse of parking, people do it currently with no fines etc.

7. It seems that pedestrian and cyclists' priority is being considered higher than car users, they currently already have a cycle path and appropriate pedestrian walkways on both sides of the road, with additional use along the river front. I do not see a reason why this money should be used to make ultimately little improvements for anyone living in our area who uses a car.

8. Please consider installing a crossing at the set of lights past the soccer dome and consider purchasing the empty waste land, therefore anyone visiting this will have a safer option to mark and will not be getting out of their car and children out of cars onto a main road.



- 9. Reduces parking, taking parking away from local residents & amp; businesses
 - The soccer dome has a large requirement for parking which already causes problems
 - not enough extra street parking provided to make up for loss (east side of Birkenhead Road can
 - have around 30 parked cars and this is not provided for in new plans)
 - Removal of existing trees (negative impact on envronment)
 - already cycle and pedestrian lanes in service and cycle/pedestrian route along river side

- would be better to spend the money linking up areas that lack cycle routes (from Seacombe into Birkenhead centre, for example. Or making Tower Road safer at night)

- not completely against the idea but seems like a duplication of what already exists
- spending of a large amount of public money for little benefit to local people

- changes to the ferry port have not improved experience and proved v expensive & amp; lengthy. Would this project block traffic to ferry port and Eureka museum for long periods, further impairing the ability to attract tourists?

10. I object to the proposed scheme for the following reasons;-

1) This part of Birkenhead Road needs more parking spaces for local business and attractions - particularly the Soccer Dome - not less spaces. Any time of day and evening the current parking bays are full and overflowing. Do any officials visit this locality any time after 3pm to witness the parking situation? Also, at least 6 parking spaces around the motor repair garage are permanently occupied 24/7. I do not object to this business, but these parking spaces are not available to residents or visitors to local attractions. I object to the proposed reduction in parking bays for the above reasons.

2) Use of cycle lanes. I walk and drive along this road regularly and have encountered very few cyclists using the cycle lanes. I estimate about 50% of cyclists using this route are cycling along the roadway, not the cycle lanes. I have driven behind them slowly many times as there are few overtaking opportunities. Making a larger dedicated cycle lane will not encourage more cyclists to use the cycle lanes. I object to the proposals for the above reasons.

3) Loss of trees. The trees currently in place were only recently planted when the parking bays were re-aligned from drive in bays to parallel parking. I object to the loss of these trees on an environmental basis. Also, the moving of the bus stop further away and nearer to Seacombe Ferry is an inconvenience for passengers.

I object as this area is used every day for parking for the soccer dome a local thriving business.
 This plan would be awful, taking away parking, not good for those who need regular access and could have access needs too.

- 12. It will create hazards when drivers cross oncoming traffic to park and pull out without a clear line of sight (driver seated kerb side). This is an extremely busy road regularly used by heavy goods vehicles, any driver creeping out from a parking space with a poor view of the road would be very dangerous. Why not segregate cycling to the east side and pedestrians to the west/housed side. This would allow a wider safer road space, retaining the parking bays. Have you also considered when some people can't find a parking space they just stop their cars in the middle of the lane and put their hazard lights on? It happens all the time on Seabank and Victoria Road.
- 13. The parking is already chaotic as it is.
- 14. Reduction in the number of parking spaces.
- 15. I use the soccerdome on birkenhead rd several times a week and this is a brilliant business which a vast amount of local people use, parking can be a problem at the best of times so to reduce the area even more is just crazy and ill thought out
- 16. My son uses the soccer dome and is disabled by making changes parking will be an issue. i think the change is a waste of money as there is already a cycle path in use
- 17. The proposed scheme will severely restrict parking options for residents using the Soccer Dome or China Spirit.
- 18. These are not improvements; you are removing trees to create cycle lane in area where I never see cyclist let alone pedestrians really. The parking is available for residents but also those who attend the recreational soccer dome, if there is limited parking you will be taking away valuable customer from a great venue. This is a waste of resource and public funding to achieve very little in improvement or value for money for council tax paying residents. Just a scheme to create work and spend money totally unjustifiable.
- 19. The parking facilities on Birkenhead Road are not fit for purpose as it is. I am a regular visitor to The Soccerdome with my 11 year old son and it is difficult to get near the building on Saturdays and Sundays especially. There is already an unused cycle lane in place therefore to proceed with plans to construct a new one is bordering on ludicrous not to mention a complete waste of council tax payers hard earned money.
- 20. As a frequent user of the soccerdome sports facilities and a driver, I find taking away the current parking spaces will make it harder to find suitable parking when visiting.
- 21. This would cause massive problems for the soccer dome where lots of children attend and love. Limited parking nearby would put people off going. Especially if they have to park a distance away and cross roads with children. There is no pelican/zebra crossing in the vicinity.



- 22. There is no where for customers to park who are visiting the local businesses on birkenhead road such as, soccer dome where many people travel to both locally and from out of the area for leisure and exercise. The current cycle path doesn't get used anyway its wasteful as thetes already a cycle path thats safer connected to seacombe new prom that goes straight to the bridge! If you ae trying to reduce cars then please add on extra buses that are reliable.
- 23. How will you allow for ample parking for users of the Soccer Dome? If roadside parking on the eastern side of Birkenhead Road is removed, there won't be sufficient and adequate parking nearby.
- 24. The need for parking to support local business
- 25. The proposed changes regarding extending the cycle path and removing the parking area are nonsensical. In the five years plus of visiting the area to attend walking football sessions at the soccer dome I have witnessed very little pedestrian and cycling traffic on the pavement opposite where the soccer dome is sited and where parking is provided. The walking football sessions are a vital resource to promote physical and mental well being and changing the parking arrangements would greatly affect many senior citizens ability to travel to attend the aforementioned sessions .
- 26. Parking on this road is already ridiculous, and in some cases dangerous. More parking bays are needed, never mind taking them away. There is already a cycle track on the pavement, creating a second would be an absolute waste of public funds that could be put back into other improvements in the area. There are small businesses along Birkenhead Road that will also be affected due to the difficulty in parking. I am shocked that this is even open to debate. Absolutely terrible idea and waste of public funds by Wirral council.
- 27. Parking on this road is hard and removing parking spots might harm local businesses
- 28. There is already a more than adequate cycle lane and pedestrian lane. Reduction in parking facilities would adversely effect local businesses and residents.
- 29. The Birkenhead Road proposals will cause severe parking problems for residents and users of The Soccerdome
- 30. Negative impact on local small businesses and, in particular, The Dome Sports and Social activities. These activities include the provision of sports sessions to elderly and senior Wirral residents improving both physical and mental health.
- 31. Money should be put towards helping the shops not building new roads
- 32. More parking is required for this road not less. The proposal would affect the residents and businesses on this road. It can already be hard to find parking when attending the soccer dome currently.
- 33. I use soccerdome on birkenhead road regular and with the development would limit parking in this area

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- 34. There isn't enough parking spaces for local business and resident parking on this road already. Reducing park spaces will massively impact small business along this road and all massively impact the residents. There are never people on bikes riding along this path as it is.
- 35. Parking there is bad enough as it is, the soccer some host a lot of children's parties and soccer schools. The road is dangerous now, will be even more so after the so called redevelopment that would be a huge waste of my taxes anyway. Safety clearly isn't top of the agenda
- 36. If this proposal goes forward it will adversely affect the health of Wirral residents by making access to the Soccer Dome difficult. More people currently benefit from exercise at the Dome than the few cyclists who would use the cycle lane. Try thinking holistically in place of your obviously pro-cycling bias.
- 37. It is hard enough to find parking in the area as it stands. I don't trust the council to replace the parking spaces with a similar number that now exist.
- 38. Parking in this area is essential for workers and visitors to the many businesses situate on Bhead Rd. I doubt that in 10 years of parking on Bhead Rd I've seen more than 2 cycles per day use this road but dozens of cars park there every day.

Reducing or (rue the day) removing parking will seriously damage the viability of businesses in this area including those providing sports facilities which aid the health of Wirral residents from children to pensioners.

Don't ruin something that works for the sake of a questionable political agenda.

- 39. I come the soccer dome exercise class and my son attends and it is a nightmare to park as it is, and trying to get my son to exercise and pay for it will result in him not been able to attend as much if we have to pay for parking as well.
- 40. I believe the reduction in car parking will have a negative impact on local businesses in the area. The existing cycle lane is more than adequate for the small number of cyclists who currently use it. I see this project as unnecessary, the funding would be wiser spent on more deserving issues.
- 41. Much needed parking for local children sporting facility being taken away??? Our young people are having things stripped away and while soccer dome is not going removing what limited parking there already is will deter people from attending.
- 42. Insufficient parking for users of the soccer dome. We get 20+ players at the walking football every Friday morning.
- 43. Myself and my son play football at the Soccerdome on a weekly basis and when busy parking can be very hard... this would make it impossible for me to park closely in order for me to drop and collect my son
- 44. I have 3 boys under the age of 14, who attend the soccer dome at least once a week each. If this proposal goes through it will be impossible to park around the area. This could cause the soccerdome to close and I know there is a lot of kids like my own who need the weekly exercise and social interactivity for there physical and mental health



- 45. The loss of parking spaces for local businesses. It is already difficult to park safely there.
- 46. All you are doing is taking more sporting opportunities away from young children who use the soccer Dome nightly, weekly, every weekend and making it harder for parents to access this facility for their children and themselves. How many more sporting facilities are you going to take away the opportunity to use
- 47. Money could be spent esle where the cycle path we now have is never used . And also the effect on local business ie scoccerdome if no parking on one side of street would cause places to lose bussiness
- 48. As a 63year old and regular user of the local sports facility "the soccerdome" there will be no facility to park my vehicle in order to carry out my means of exercise in order to try and maintain my health and fitness. The local residents need their own parking spaces on the residential side of this road and in order to respect this, we users of the soccerdome need the bays to park our vehicles whilst there.

Why is more cycle path needed when there is already a cycle path along the water front that takes us to the point of the four bridges at the end of this road anyway?

A complete waste of funding in my opinion for something that is totally unnecessary.

- 49. Reducing parking for local businesses will create problems in other adjacent streets
- 50. I use the soccerdome on Birkenhead Road regularly playing over 60s walking football and the parking is so important as alot of us are of an older generation. Also disability groups use the facilities quite often as well as lots of children whose parents etc need to be able to drop off and collect them in a safe environment. When I have been in the area the cycle path that is in place now is very underused and it would put parking pressure on local residents also.
- 51. As a cyclist There are already 2 viable and recently constructed cycle routes from the bridges roundabout to Seacombe ferry. The proposal is unnecessary, costly and disruptive and potentially lethal to local business at the Soccerdome who rely on parking bays for mothers and children and disabled users of the wonderful Soccerdome facilities vital to the local community.
- 52. This will inevitably be a lot of money for a small improvement if any. Also I take my grandchildren to the soccerdome regularly and see this proposal leading to a lot of traffic/parking chaos.
- 53. I with a number of other pensioners attend the Soccerdome on a weekly basis. Most of us are not capable of riding to the location and public transport to that particular place from Bromborough is particularly poor and so we car share. By implementing this scheme you are reducing what little parking there is, which will directly affect the soccerdome who provide a wonderful facility for both young and old
- 54. I'm happy with the idea in principal but don't remove the parking in-front of the sports dome. This would effect the business and it would be a shame to lose it as it helps the community.

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- 55. You mention the reason you are doing bike line is for health reasons .their a sports centre on that route and a lot of older people use the centre fir health and mental reasons .they need to parking bays
- 56. Frequent user of facilities on this road and present parking on both sides of the road is very busy. Proposals put forward will reduce parking and have serious implications for businesses due to the limited parking and thus limited access to facilities. Hard hit businesses already under fire following pandemic and economic climate are going to find times even harder with these proposals. Look after your small businesses as well as cyclists.
- 57. My child goes to the soccer dome through his football season to train and for holiday clubs, the parking is already restricted enough so making it even more restricted will affect the business and other businesses in that location! It will be a nightmare for parents, etc to park!
- 58. It will severely impact the soccer dome where I get both physical and mental health support
- 59. A bike lane is totally unnecessary here. The current parking spaces along the dock side of the road are vital to the Seacombe Soccerdome which provides leisure activities to a wide range of the community. Replacing the parking areas with a bike Lane will threaten the viability of their business and others as there are very few other options for parking along this road. I strongly object to this proposal. Money has already been wasted on an underused bike lane between Moreton and Bidston! Please don't waste even more taxpayers money on this daft proposal.
- 60. I think this could put the Soccerdome out of business. If so someone should be held responsible. This fitness center is valued by local and people further a feild. I car share to the Soccerdome and you would be lucky to see a cyclist. To give the odd cyclist priority over this fitness center makes no sense to me. It keeps me fit and gives me a sense of worth.

I Think the Council should be concerned for the fitness and mental health of the community in general

61. There are not sufficient cyclists using the current cycle lanes so it would add no benefit for the costs of the project. It will also harm the local businesses in that area which could result in the loss of crucial employment in a much needed area.

We do not want or need a 15 minute city scheme on the Wirral which is what this is leading to. Please let us think differently and ensure the Wirral stays a fabulous and free forward thinking place to live. We have better options in reducing travelling by the car rather than schemes like this.

62. There is all ready a cycle way on this section from Secombe ferry to the red bridge which adequate for amount of cyclists using it. To replace it with this proposal is a total waste of money The removal of parking on this section will have a detrimental to the small businesses in the area I'm sure there's other areas in far greater need of a cycle way than this section



- 63. I cycle on the Wirral circular path, did so religiously in COVID, and now cycle to and from the Soccerdome on Birkenhead Road, or park. There is already limited space. The cycle lane is fine as it is - I use it! We have a very active community of seniors who play and rely on access to it for exercise and social life. Restricting parking there would undermine the Council's health strategy. It is an unnecessary development.
- 64. Where are local business users going to park. You are reducing the parking by 50% with this proposal
- 65. Would cause detriment to all local and small businesses along Birkenhead Road There is already 2 cycle paths, one on Birkenhead Road (which cyclists hardly ever use by the way they cycle on the road) and the other just the other side along the prom so why add another? Bizarre and disgusting!! And would be a waste!!
- 66. I think the cycle lane and path should be shared (with priority given to pedestrians). This way there would be no need to remove existing trees. The cycle way from Bidston to Moreton is unpopular and under used, so the risk of putting too much space aside for dedicated cycle ways is already evident.
- 67. I think the cost of this project is desperately needed elsewhere in the council. We have leisure centres being closed, libraries shutting, street cleaning and grass cutting services threatened, social services under immense pressure. The cycle lanes are not what will make Wirral great. Whether there's on road parking or not won't make a life or death difference to someone. Wirral is made up of people who deserve to have a access to a wealth of opportunities and services. The money that would be spent here would be better off being used to help support the council in offering these services. Listen to the residents when we say that enough money has been wasted on cycle lanes that aren't used well enough to justify the cost.
- 68. More cars on the roads than ever but you are removing access and parking causing further problems
- 69. Local businesses inc soccerdome lose essential parking to support use, & amp; don't believe extended cycle path will encourage increase use of cycling/walking, provision in place already sufficient
- 70. I object to healthy trees being cut down just for the sake of another under used cycle lane like the one on Bidston bypass
- 71. Waste if Money, should be spending it on bringing people backWe need free carparkingSomewhere for kids too go ie like swimming baths leisure centres etc.Bringing back libraries
- 72. My children use the soccerdome and these plans would reduce accessibility. Parking would be further away and limited. For such a popular children's sports area there should be safe close parking to the building

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73. As well as housing on the road there is businesses such as the café , Dawn Till Dusk shop, auto body repair and the Soccer Dome all have lots of cars parked on the road and bringing lots of Business to the area. You want to remove trees and the bus stops and only have parking on one side of the road. Where do u want people to park? This will make the road worse than it is. All this to improve the cycle way?

Why not just have a two-way cycle way down one side of the road no pedestrians where it is and have pedestrians on the other side of the road where the houses and business are Try to improve parking on the road not remove it Auto body repair needs a somewhere to store his cars not on the road and the Soccer Dome needs to look at providing parking for its customers or a suitable dropping off point. With the help of the council.

Would this not help the area reduce the need to cut trees down increase and the need for costly changes which would not improve the area for the majority of people not just for the small minority

- 74. Hi, I began attending the Soccer Dome soon after retiring 5 years ago. It is a place where not only can I exercise, but just as meaningful, have a cuppa and sandwich and talk to others of similar age. Parking is already a challenge outside the dome, often having to use the opposite side of the road. If you go ahead with your scheme, it will be virtually impossible to park in the area. Obviously residents will have priority parking, leaving very little space for others. I am a keen cyclist so am in favour of such schemes. Would it not be better to develop a cycle path running alongside the Mersey. My wife and I often ride from our home in Moreton via New Brighton to Seacome Ferry, but soon after any path ends. Which leads me to another point, where do you go at the bridge end of the cycle path? Coming from Birkenhead, as a cyclist, there is no cycle path. It is not only us older ones who use the dome, during school holidays there are always large numbers of children visiting and again, where will the parents park? This scheme requires a lot more thought and consultation. Many thanks for this opportunity to give my opinion, Pete Milner.
- 75. Ripping out trees and not replacing them for a relatively short stretch of cycle lane that will be little used. Look at the farce that is the Moreton flyover.
- 76. Reduced parking. Not many cyclists to justify such a dramatic change
- 77. Just move all the old cars taking up half the street and save a fortune....then send a road sweeper along, job done, fortunes saved.
- 78. most of the parking on birkenhead road east side and west is taken up by people visiting the soccer dome, day and night. if the parking bays on the east side are taken away residends will not get a parking space outside there own homes because of soccer dome visiters. or is it going to be residents parking only .



- 79. I cannot object or support at the first part of the survey. You have failed to provide a detailed plan or route. Will they improve the Policing of these high crime areas??
- 80. Because I work on this road and the parking is already chaotic as it is. This road will just get worse and would result in my business decreasing. The staff alone already struggle to park let alone the customers! This will just result in more congestions on the road and possibly even more accidents.
- 81. The parking down this road is bad enough as it is to remove more would be obsurd. As a parent I often have to park here to take my children to parties or football events at soccer dome or to martial arts at China spirit. As a football coach if my team is attending a tournament at the soccer dome I usually have bags of equipment as do the coaches of the other teams. This is not something I can just do the journey on public transport or on a bike. Wirral council are not listening to what anyone wants as long as it fits their green program destroying busy roads with cycle paths rather than improving them for car drivers. Cars sitting in traffic jams which has become much more common since your road changes on the likes of fender bypass, is much worse for the environment than cars moving freely and getting to their destination quicker. You are starting to lose the faith of residents as no one thinks you actually have our best interest in kind anymore!
- 82. Two weeks ago, I and other residents and businesses on Birkenhead Road, received the shock news that the Council was proposing to widen, the already barely used cycle lane running down Birkenhead Road.

Their proposal is to do away with the heavily used parking bays on one side of the road and yellow line one side of the road.

This will be a massive inconvenience to the hundreds of people who use the Dome for their exercise and community.

The Dome is a facility used by young and old alike. We run 3 walking football sessions a week for the plus 50's and a separate session for the plus 60's.

We have three morning toddler groups for infant and parent. Four charity organisations, supporting mental health, use us each week because of the ease of access and the indoor safety. During the winter, our soccer schools for children are massively attended. Without adequate parking most of these groups would find it difficult to use us.

We currently employ 4 fulltime staff and up to 12 part time football coaches and support staff. The ludicrous plan is going to cost £2.8 million pounds, to expand a facility that has less than 5 users per day on average. (I currently have one of my staff counting the use via one of our security cameras that catches the lane).

This at a time when all councils are screaming about lack of resources.

£2.8 million pounds would finance 50 full time classroom assistants for schools on the Wirral.

£2.8 million pounds would finance a proper breakfast for the 48,000 school children of the Wirral for EIGHT years.

£2.8 million pounds would heat the homes of EVERY low-income pensioner of the Wirral for this winter and the next

How does spending £2.8 million on a no benefit to anyone project sit alongside the aims and objectives of the councils own extra ordinary meeting of the 31st of August cost of living emergency meeting, with the stated aims as below.

Brighter Futures to ensure children get the best start in life and are not subject to, as much as possible the impact of families in poverty. The support provided across the system will help families to mitigate the impact of the cost-of-living crisis.

Inclusive economy by supporting residents and businesses to maintain employment to ensure household income is forthcoming and employment opportunities are available

Active and Healthy Lives to ensure residents do not suffer long term impact of poor physical and mental health as a result of the crisis and help and support is available through partners to prevent this at an early stage as possible

The Soccer Dome is located in one of the poorest wards on Merseyside, it needs support, not hindrance.

83. OBJECTION

I feel there is a higher need for resistant parking then for a cycle lane!!!!!

I am a homeowner on Birkenhead Road and am concerned regarding lack of parking if the changes take place this issue will only worsen, unable to parking outside my own resistance especially evening and weekends due to popularity of the Soccer Dome.

The issue will be more frustrating due to you altering the layout and halving the parking spaces available, on occasion have had to parking near Wheatland Lane due congestion of traffic, not ideal if you have shopping, children or tools to unload.

I feel the issue needs to addressed if the plans are to move forward, I ask you to visit Birkenhead Road on Weekday after 4pm-9pm and weekends after 10am sometime all day through to 4pm if there are children parties on at the soccer dome and see if you can find a parking space? It would show consideration to the resistant's if the permit parking was to be put in place before the alterations to the walk and cycle lane so visitors got use of to parking else where. Frustrated Resistant"



Appendix 2: Direct Representations

Petition 1 – STOP the council's proposal of removing parking on Birkenhead Road

This is an online petition through the site Change.Org

253 signatures as of 2 February 2023 at 10:30 are against the proposals.

https://www.change.org/p/stop-the-council-s-proposal-of-removing-parking-on-birkenheadroad?recruiter=1078040230&recruited by id=48cf4710-8236-11ea-b143fba5ffebe9ef&utm source=share petition&utm campaign=share for starters page&utm me dium=copylink

Help save The Soccer Dome and other local businesses in the area! Help us petition against the proposal from Wirral Council to remove parking bays to extend the existing cycle track (between Kelvin Road and Seacombe View).

The removal of this parking will be detrimental to the future of The Soccer Dome and local businesses along Birkenhead Road, the life blood of our community. Here at The Soccer Dome we provide the opportunity for everyone to exercise in a safe family friendly environment, keeping those who are most vulnerable in our community active and socialising 7 days a week. From our mums and toddler groups, to our older Walking footballers, to the local schools, disability groups, the men that play in our leagues, children the attend our coaching sessions, the women that attend our fitness classes and the many charitable organisation's that use our facility there is not a group of people the will not feel the effect of these proposed changes. We know that loosing The Soccer Dome would have a huge effect on the local community too!

Any active travel scheme must provide the same level of parking availability for residents and local businesses. Please sign AGAINST these changes and help protect the future of The Soccer Dome!

Petition 2 – Soccerdome petition

126 signatures against the proposals. This paper petition was submitted to the Council by the Socerdome.

We the undersigned are petitioning AGAINST the proposal to upgrade the existing cycle track along the east side of Birkenhead Road (between Kelvin Road and Seacombe View) in particular, the removal of existing vehicle parking bays along the east side of Birkenhead Road. Any active travel scheme here MUST provide the same level of parking availability for local residents and the valuable, local businesses who are the lifeblood of this community.



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WORK PACKAGE 7 (WP7): BIRKENHEAD ROAD, SEACOMBE WARD – PROPOSED ACTIVE TRAVEL IMPROVEMENTS

OBJECTIONS AND EXPRESSIONS OF SUPPORT

OBJECTIONS (83 NO. INDIVIDUAL OBJECTIONS & 2 NO. PETITIONS SUBMITTED BY 1 LOCAL BUSINESS)

Objections are detailed below:

Several objectors raised concerns over the impact of a loss of parking along Birkenhead Road as a result of the proposed scheme. Specifically:

- The impact on local businesses situated on Birkenhead Road (namely, The Soccer Dome that holds several indoor 5-a-side pitches and also hosts birthday parties etc.) and a how a reduction in car-parking space may affect customer footfall.
- The impact on users of local businesses, namely The Soccer Dome (the young, parents, the elderly, the disabled who visit The Soccer Dome to support their physical and mental wellbeing) specifically that they will be unable to find space to park on the highway.
- The impact on local residents whom already struggle to park outside of their homes due to the number of people frequenting local businesses, namely The Soccer Dome, and old cars belonging to a local garage permanently parked on the highway within the existing bays.
- The existing parking situation coupled with the proposed new parking layout does not help residents whom suffer with depression and anxiety.
- The impact on nearby residents whom worry that users of the local businesses will choose to park in cul-de-sacs and side streets.
- The impact of loss of parking on disabled users of local businesses.
- The impact of loss of parking on elderly users of local businesses.
- That the objector does not trust Wirral Council to replace parking levels with that of a similar level to existing.
- That the objector will be unable to attend The Soccer Dome as often as they would like if they had to pay for parking.
- That, as a football coach with bags of equipment, it is not possible to do such journeys by bike or on public transport.
- That visitors to the area already ignore the existing traffic regulation orders when parking and that it will be same for the proposed traffic regulation orders (double yellow lines).

In response; There is approximately 354 metres of space available on the highway along Birkenhead Road, where road users are permitted to park their vehicles all day. As a result of the proposals there will be approximately 297 metres of space available on the highway along Birkenhead Road, where road users will be permitted to park their vehicles all day. Giving an overall net loss of 57 metres. However, further along Birkenhead Road (approximately 200 metres from The Soccer Dome) additional unrestricted space for parking on the highway can be found at East Street.

The Traffic Management Act 2004 and Traffic Regulation Act 1984 lists pedestrians and cyclists as 'traffic'. The Highway Code's 'Hierarchy of Road Users' places pedestrians, cyclists, horse-riders and motorcyclists as the road users most likely to be injured in the event of a collision. Wirral Council therefore has a duty to manage its highway in a way that ensures and facilitates safe movement for all traffic. Wirral Council also understands that not everyone is able nor wishes to cycle or walk (whether for leisure purposes or as part of a commute). The provision of adequate facilities for all road users (vehicle drivers, pedestrians and cyclists) allows residents to make a choice on their mode of transport, whilst enabling those that do wish to walk or cycle, to be able to do so safely. Any increase in the number of people choosing to travel by walking or cycling could be expected to reduce the number of people choosing to travel by other, less sustainable means of transport, thereby helping to reduce emissions, congestion and parking issues.

Instances of illegal parking can be reported to Wirral Council for enforcement. Instances of dangerous parking can be reported to Merseyside Police who have the powers to deal with such matters.

As a result of the concerns raised, Wirral Council would be happy to explore the possibility of providing on-street disabled parking bays directly outside of The Soccer Dome, should the management of the facility agree.

Resident parking only schemes are available where there are over 300 properties with a minimum of 80% of properties in support of the proposal. Further information can be found on Wirral Council's website.

Wirral Council has no plans to introduce "pay & display" parking along Birkenhead Road.

Several objectors raised concerns about the safety of the proposals. Such as:

- The road being used by HGV's and buses.
- The proposals will block traffic to the ferry port and Eureka Museum for long periods and thereby impairing the ability to attract tourists.
- The proposed parking layout being unsafe as drivers will have to pull out without a clear line of sight.
- Drivers will now stop their cars in the carriageway and put their hazards on, like they do on Victoria Road and Seabank Road.
- Visitors to The Soccer Dome will have to cross the road with young children.
- Birkenhead Road is already dangerous and the proposals make it more so.

In response; As a result of the proposals there will be no change to the number of lanes available to vehicular traffic, including HGV's and Buses. Consultation was carried out with Merseytravel, Emergency Services, Haulage associations etc. and no such concerns or objection were raised. At side road junctions traffic regulation orders (double yellow lines) will be implemented in-line with highway code guidance, thereby improving visibility for vehicle drivers.

Incidents of illegal parking can be reported to Wirral Council for enforcement. Incidents of dangerous or illegal driving can be reported to Merseyside Police who have the power to deal with such matters.

The removal of parking bays along Birkenhead Road should remove the need for visitors to The Soccer Dome to cross Birkenhead Road. Amendments to existing traffic regulation orders on the opposite side of the road will enable visitors to park on the same side of the road as The Soccer Dome.

Several objectors stated that the proposals were a waste of council tax and/or that the money should be spent elsewhere. Such as:

- Purchasing private land in the nearby area on behalf of The Soccer Dome and converting said land into a free car-park for Soccer Dome users.
- Safer pedestrian crossing points, street-lighting and improved pedestrian facilities.
- Improving the cycle link along the nearby dock edge adjacent to the River Mersey.
- Linking up areas that do not already have a cycle lane.
- Funding Libraries.
- Funding Leisure Centres.
- Street Cleansing.
- Grass Cutting.
- Social Services.
- Parts of Birkenhead that need re-generating (area around St. Catherine's Hospital referenced).
- Supporting Local Shops.

In response; The proposals are not funded via Wirral Council's Council Tax. This funding has been made available by The Liverpool City Region Combined Authority via the Department for Housing and Levelling Up and the European Regional Development Fund. The funding can only be used for active travel projects and cannot be spent on other matters, such as purchasing land for private businesses to use as a car park. If the funding is not used by Wirral Council it must be returned with the monies potentially being offered to other Local Authorities. Whilst the main product of the proposal is improved walking and cycling facilities, a by-product of the project (and as is common with many active travel proposals) is a newly resurfaced carriageway the full length of Birkenhead Road, resurfaced footways with safer pedestrian priority crossing points and repairs to any faults on street lighting along the route.

Some objectors stated that they were against the removal of existing trees.

In response; The proposals will result in the loss of 18 no trees along Birkenhead Road. Due to spatial constraints, it would not be possible to replace these trees along Birkenhead Road. However, as part of the proposals, new trees and landscaping would be provided at the junction of Corbyn Street/Birkenhead Road and the area around Seacombe Ferry leading to the river front.

Some objectors stated that the existing cycle lane is rarely used and/or that cyclists prefer to use the road.

In response; Wirral Council has received complaints regarding the functionality of the existing cycle lane and it is not up to the standard expected within the latest DfT design guidance. Whilst a more confident cyclist may choose to cycle in the carriageway, many people opt to use cycle lanes. A more functional design will encourage greater use of the cycle lane and consideration of active travel as a more feasible mode of transport.

Some objectors stated that they do not feel safe in the dark and so use their car to travel.

In response; Wirral Council understands that not everyone is able to, nor wishes to cycle or walk (whether for leisure purposes or as part of a commute). However, the provision of adequate facilities for all road users (vehicle drivers, pedestrians and cyclists) allows residents to make a choice on their mode of transport, whilst enabling those that do wish to walk or cycle, to be able to do so safely. As part of the proposals the condition of all existing street lighting along the route will be reviewed and repaired where necessary.

Some objectors stated that Birkenhead Road should be not be changed for the sake of a questionable political agenda, that Wirral does not want or need a "15 minute cycle city", that Wirral should stay a fabulous and free forward-thinking place to live, and that Wirral Council should think more holistically in place of obvious pro-cycling bias.

In response; The Traffic Management Act 2004 and Traffic Regulation Act 1984 lists pedestrians and cyclists as 'traffic'. The Highway Code's 'Hierarchy of Road Users' places pedestrians, cyclists, horse-riders and motorcyclists as the road users most likely to be injured in the event of a collision. Wirral Council therefore has a duty to manage its highway in a way that ensures and facilitates safe movement for all traffic. There is already an existing cycle lane along Birkenhead Road and the "end product" of the proposals will be a resurfaced carriageway for motor vehicles (with the same number of lanes as existing), approximately 297 metres of space on the highway along Birkenhead Road suitable for parking motor vehicles all day, improved footways for pedestrians, and a single bi-directional cycle lane. This financial year alone Wirral Council (as part of its Structural Maintenance Programme) has spent approximately £3.8 million on resurfacing carriageways across the borough. Rather than a cycling bias it is a fit-for-purpose section of highway network that is suitable for, and enables, all highway users.

An objector stated that that pedestrians and cyclists are being considered given priority over other road users, despite their already being a footway and cycle lane in place, so why should such a large amount of money be spent on something that offers little improvement to anyone who drives a car.

In response; The Traffic Management Act 2004 and Traffic Regulation Act 1984 lists pedestrians and cyclists as 'traffic'. The Highway Code's 'Hierarchy of Road Users' places pedestrians, cyclists, horse-riders and motorcyclists as the road users most likely to be injured in the event of a collision. Wirral Council therefore has a duty to manage its highway in a way that ensures and facilitates safe movement for all traffic. Nevertheless, this financial year alone (as part of its Structural Maintenance Programme) Wirral Council has spent approximately £3.8 million on resurfacing carriageways across the borough. Furthermore, as part of this proposal the carriageway along Birkenhead Road will also be resurfaced, to the benefit of car drivers.

An objector asked if using the opposite side of the road for the cycle lane had been considered so that a wider carriageway along with the existing parking bays would be maintained.

In response; If the cycle lane was to be placed on the opposite side of Birkenhead Road it would remove parking along the side of the road on which residential properties and businesses are located. It would also result in a greater loss of overall space for permitted vehicle parking.

An objector stated that if we are trying to reduce car use, we should add on extra buses that are reliable along the route.

In response; Wirral Council is not responsible for the provision of busservices on Wirral and such matters should be raised with Merseytravel or relevant bus service providers in the area. However, as a result of the proposals the existing conflicts between pedestrians and cyclists at bus-stops will be removed.

An objector stated that Wirral Council had failed to provide a detailed plan of the route and asked how policing of these high crime areas will be improved.

In response; As part of the public consultation process, notices of proposed traffic regulation order amendments were erected on site, traffic regulation

order advertisements were placed in the local press, letters were delivered to residents and the proposals were publicised on Wirral Council's social media channels. The letters provided written detail of the proposals, along with a map and 3D visual, whilst also directing residents to Wirral Councils 'Have Your Say' webpage where more detailed plans were available for viewing. The letters and Have Your Say page advised that large scale plans were available to view at Wallasey Central Library and that should residents have any problems viewing any documents they could contact Wirral Council who would be happy to provide further assistance. Incidents of crime can be reported to Merseyside Police who have the powers to deal with such matters.

An objector asked that the design is reconsidered so that pedestrians are on one side of the road and cyclists are on the other as this will prevent loss of parking.

In response; such a proposal would not be in line with current design standards and would be extremely difficult to enforce.

EXPRESSIONS OF SUPPORT (86 NO INDIVIDUAL SUPPORTERS)

Expressions of support are detailed below:

Supporters stated they supported the proposals for the following reasons:

- The proposal offers an improvement along an existing poorly designed cycle route.
- The proposal would offer a safe transition from the promenade to Birkenhead Road, through to Birkenhead Town Centre.
- They would like to see more segregated cycle lanes, wider pavements and more double yellow lines.
- The proposal would encourage more sustainable travel.
- They would like to cycle but lack confidence to cycle on the road and the proposal would give them the confidence to cycle.
- The proposal will make the road safer for pedestrians and cycling.
- The proposal promotes active travel, which is better for the environment and gives a safer more pleasant street scene.
- The current route along the prom is not suitable for commuting or running errands and shopping by cycle.
- It would be very useful for those who work in Liverpool to cycle from Birkenhead to Seacombe Ferry.
- Keeping cycling on main routes prevents pushing cyclists into space that is extremely busy in the summer, or very quiet and therefore presents risks to vulnerable people.
- The existing cycle lane is not suitable for children to use, but the proposed cycle lane will be.
- Because they do not own a car and a safe way of moving around.

- The proposal will enable families to travel to and from Eureka Science Museum, New Brighton and beyond, and The Soccer Dome.
- Use of the proposal will increase physical health.
- The proposal supports cheaper transport costs and so provide costs of living benefits.
- Walkers and cyclists spend more money locally.
- The proposals fit with The Wirral Plan and Local Plan.

In response; Noted.



ECONOMY REGENERATION & HOUSING COMMITTEE

Wednesday, 8 March 2023

| Report Title: | 2022-23 REVENUE & CAPITAL BUDGET |
|---------------|--|
| | MONITORING FOR QUARTER THREE (PERIOD TO 31 |
| | DEC 2022) |
| Report of: | DIRECTOR OF REGENERATION & PLACE |

REPORT SUMMARY

This report sets out the financial monitoring information for the Economy Regeneration & Housing Committee as at quarter 3 (31st December 2022) of 2022-23. The report provides Members with an overview of budget performance, including progress on the delivery of the 2022-23 saving programme and a summary of reserves to enable the Committee to take ownership of the budgets and provide robust challenge and scrutiny to officers on the performance of those budgets.

Managing a budget requires difficult decisions to ensure that a balanced position can be presented. Regular Member engagement, which this report forms part of, is considered essential in delivering effective governance and financial oversight.

At the end of Quarter 3, there is a forecast favourable position of £0.03m on the Committees net revenue budget, of £14.835m. This compares to a £0.239m adverse position reported at Quarter 2, with income and grant funding having improved the forecast. This position is based on activity to date, projected trends in income and expenditure and potential mitigation to offset areas of adverse variance.

This matter affects all Wards within the Borough and is not a key decision.

The report contributes to the Wirral Plan 2021-2026 in supporting the organisation in meeting all Council priorities.

RECOMMENDATION/S

The Economy Regeneration and Housing committee is recommended to:

- 1. Note the forecast revenue position presented at Quarter 3.
- 2. Note the progress on delivery of the 2022-23 savings programme at Quarter 3.
- 3. Note the forecast level of reserves at Quarter 3.
- 4. Note the capital forecast position of £30.39m at Quarter 3.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 It is vitally important that the Council has robust processes in place to manage and monitor the in-year financial position, to ensure it delivers a balanced position at the end of the financial year.
- 1.2 Regular monitoring and reporting of the revenue budgets and savings achievements enables decisions to be taken in a timely manner, which may produce revenue benefits and will improve financial control of Wirral Council.
- 1.3 This report presents timely information on the Quarter 3 financial position for 2022/23.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Policy & Resources Committee has previously determined the budget monitoring process to follow, and this report details the agreed course of action.
- 2.2 In striving to manage budgets, available options have been evaluated to maintain a balance between service delivery and a balanced budget.

3.0 BACKGROUND INFORMATION

3.1 As at the end of December 22 (Quarter 3), the financial forecast year end position for Economy Regeneration & Housing Committee is an favourable position of £0.03m on the Committees net revenue budget, of £14.835m.

3.2

TABLE 1 2022/23 Economy Regeneration & Housing Committee- Service Budget & Forecast Outturn

| | Budget | Forecast Outturn | Varia | nce | Adverse/ Favourable |
|---------------------------------|----------------|---------------------|----------|----------|--------------------------|
| | | | (+ Fav / | - Adv) | |
| | £000 | £000 | £000 | % | |
| Regeneration Housing | 1,761 6,540 | 1,683 6,500 | 78 40 | 4% 1% | Favourable Favourable |
| Asset Management & Investment | 4,946 | 5,106 | -160 | -3% | Adverse |
| Planning | 1,074 | 1,002 | 72 | 7% | Favourable |
| Special Projects | 114 | 114 | 0 | 0% | Favourable |
| Local Plan | 400 | 400 | 0 | 0% | |
| Directorate Surplus / (Deficit) | 14,835 | 14,805 | 30 | 1% | Favourable |

- 3.3 **Regeneration:** A favourable variance of £0.078m is forecast. This includes capitalisation of staff who are supporting the delivery of assets of £1.3m (against a savings target of £1.4m) and the planned use of the Regeneration reserve (£0.665m) to help fund the cost of regeneration in year.
- 3.4 **Housing:** A favourable variance of £0.04m is forecast. This includes grant awards being allocated which have been able to offset pressures. Some supported housing contracts have been extended by exception, which alongside maximising the use of grants and income has improved the forecast from Q2 by £0.110m.
- 3.5 **Asset Management & Investment:** An adverse variance of £0.160m is forecast. Income pressures of over £0.7m exist across the rental accommodation within Birkenhead, with forecast income being at 50% of budgeted income targets, principally at Europa House (£0.3m) and Birkenhead Market (£0.3m). These are partially offset with reduced spend on unoccupied buildings, with reduced maintenance costs (£0.3m) and a reduction in running costs (£0.2m), although this remains volatile as some buildings become operational increasing these costs and any newly vacated buildings transferring into Assets require holding costs.
- 3.6 **Planning:** A favourable variance of £0.072m is forecast, which is an improvement from Q2 of £0.160m due to improved income forecasts for planning charges.
- 3.7 **Special Projects:** A break-even position is reported for 2022-23.
- 3.8 **Local Plan:** A break-even position is reported for 2022-23, with the planned utilisation of available reserves of £366k in support of developing the local plan.

Budget Virements

3.9 There have been two budget virements since Quarter 2. £0.145m from Adult Social Care relating to the lease income for the Wirral Evolutions properties, which now being in-house is no longer required. Also, £0.108m for Community Centres transferring from Neighbourhoods into Assets. This means the budget for Regeneration and Place has increased by £0.253m since Quarter 2.

Progress on delivery of the 2022-23 savings programme.

3.10 In terms of savings, £1.715m of the £1.838m savings targets are either delivered or on track to be delivered. Representing 93% of the total savings target with a further 7% or £0.123m anticipated to be delivered. The table 2 summarises this progress by Directorate:

TABLE 2: SUMMARY OF PROGRESS ON DELIVERY OF 2022-23 SAVINGS

| Saving Proposal | Approved Saving | Green | Amber | Red | Mitigation | Actual Savings Delivered to Date |
|---|--------------------|---------|---------|---------|------------|---|
| Economy Regeneration & Housing | | | | | | |
| Cease support for Community Alarms | £0.200m | £0.200m | £0.000m | £0.000m | £0.000m | £0.100m |
| Reconfiguration of Commissioned Homelessness accommodation | £0.115m | £0.115m | £0.000m | £0.000m | £0.000m | £0.055m |
| The Closure Public Conveniences | £0.050m | £0.050m | £0.000m | £0.000m | £0.000m | £0.040m |
| Corporate buildings - holding costs | £0.050m | £0.050m | £0.000m | £0.000m | £0.000m | £0.000m |
| Capitalisation of Regeneration Staff Salaries | £1.423m | £1.300m | £0.123m | £0.000m | £0.088m | £0.500m |
| Total Economy Regeneration & Housing | £1.838m | £1.715m | £0.123m | £0.000m | £0.123m | £0.695m |

- 3.11 For savings rated as Amber, an equal amount of temporary in-year mitigation has been identified to cover any shortfalls which may occur. For saving rated as red, a bid will need to be made from the £3m contingency fund set up for non-achieved savings at the end of the year.
- 3.12 Full details on the progress on specific savings can be found in **Appendix 1**.

Earmarked Reserves

3.13 Earmarked reserves represent money that has been set aside for a clearly defined purpose, and which is available to meet future expenditure in that area. The use of earmarked reserves is only permitted with the approval of the Section 151 officer.

TABLE 3: SUMMARY OF EARMARKED RESERVES

| Committee | Opening Balance £000 | Forecast Use of Reserve £000 | Forecast Contribution to Reserve £000 | Closing Balance £000 |
|--------------------------------|----------------------------|---------------------------------------|--|----------------------------|
| Economy Regeneration & Housing | 7,580 | -2,104 | 344 | 5,820 |

3.14 Appendix 2 provides the full list of all earmarked reserves.

Capital Monitoring

TABLE 4: 2022/23 Economy Regeneration & Housing Committee – Capital Budget & Forecast Outturn

| | | 2022/23 | | 2023/24 | 2024/25 | 2025/26 |
|--|------------------|------------------|------------------|----------------|----------------|----------------|
| | Q2 | Q3 | | | | |
| Scheme | Forecast £000 | Forecast £000 | Variance £000 | Budget £000 | Budget £000 | Budget £000 |
| Regeneration & Place | | 2000 | | ~~~~ | | ~~~~ |
| Aids, Adaptations and Disabled | | | | | | |
| Facility Grants | 5,335 | 5,495 | 160 | 2,889 | 0 | 0 |
| Birkenhead Regeneration | , | , | | , | | |
| Delivery Fund | 10,803 | 10,803 | 0 | 15,024 | 0 | 0 |
| Birkenhead Regeneration | | | | | | |
| Framework | 470 | 470 | 0 | 0 | 0 | 0 |
| Birkenhead Town Centre | | | | | | |
| Masterplanning & Housing | | | | | | |
| Delivery | 135 | 135 | 0 | 265 | 0 | 0 |
| Business Investment Fund | 685 | 100 | -585 | 585 | 0 | 0 |
| | | | | | | |
| Capitalisation of Regen Salaries | 1,000 | 1,000 | 0 | 1,000 | | |
| Clearance | 388 | 3 | -385 | 191 | 194 | |
| Empty Property Grant Scheme | 190 | 149 | -41 | 419 | 310 | 0 |
| Future Llick Otreate New Form | 504 | 504 | 0 | 0.005 | 0 | 0 |
| Future High Streets - New Ferry Future High Streets - | 504 | 504 | 0 | 2,685 | 0 | 0 |
| Birkenhead | 1,703 | 1,703 | 0 | 22,879 | 0 | 0 |
| Hind Street Movement Strategy | 1,703 | 1,703 | 0 | 22,079 | 0 | 0 |
| Project | 69 | 69 | 0 | 0 | 0 | 0 |
| Housing Infrastructure Fund | 00 | 00 | • | | | |
| (Enabling Infrastructure) | 1 | 1 | 0 | 0 | 0 | 0 |
| Liscard Town Centre Delivery | 172 | 172 | 0 | 0 | 0 | 0 |
| Maritime Knowledge hub | 0 | 0 | 0 | 12,351 | 10,650 | 0 |
| New Brighton Masterplan for | | | | | | |
| Marine Promenade | 117 | 77 | -40 | 40 | 0 | 0 |
| New Ferry Regeneration | | | | | | |
| Strategic Acquisitions | 936 | 936 | 0 | 118 | 0 | 0 |
| Office Quarter Building Fit-Out | 808 | 878 | 70 | 4,613 | 0 | 0 |
| Property Pooled Plus I.T | | | | | _ | _ |
| System | 39 | 39 | 0 | 11 | 0 | |
| Strategic Acquisition Fund | 3,359 | 3,359 | - | 3,600 | | |
| Town Centre scheme - Liscard | 18 | 18 | 0 | 0 | 0 | 0 |
| Town Centre scheme - New | 11 | 4.4 | 0 | 0 | 0 | 0 |
| Ferry Town Deal Fund - Birkenhead | 11 8,945 | 11 | 0 | 0 12,491 | 0 | - |
| Town Deal Fund - Birkennead | , | 4,277 | -4,668 | | 4,620 | |
| UK Shared Prosperity Fund | 53 | 53 | 0 | 0 | 0 | 0 |
| (UKSPF) | 0 | 68 | 68 | 109 | 386 | 0 |
| West Kirby Masterplan | 70 | 70 | 00 | 109 | 0 | |
| Wirral Waters Investment Fund | 3,250 | 0 | -3,250 | | _ | _ |
| Total Regeneration & Place | 39,061 | 30,390 | | 86,280 | | - |

3.15 **Aids, Adaptations and Disabled Facility Grant** – grants for people with a permanent disability of any sort – including physical and learning disabilities, sensory

impairments and mental illness. The grants are to help towards making changes or adaptations to a home to allow the person to continue living there. Spend is influenced by several factors including referrals received and the extent/value of the adaptations required.

- 3.16 **Town Deal Fund Birkenhead** Funding to enable further regeneration of Birkenhead. The scheme is broken down into smaller projects that are delivered either internally or via external parties. It is now forecast that internally delivered projects will be delivered in 2023/24 hence the rephasing of the budget.
- 3.17 **Future High Streets (Birkenhead)** Part of a large grant award from the Department for Levelling Up, Housing and Communities (DLUHC). The works covered by this funding are wide ranging to support the regeneration of Birkenhead Town Centre.
- 3.18 **Birkenhead Regeneration Delivery Fund** Funding allocated to enable the delivery of the 'Brownfield First' development strategy in support of The Local Plan. Further work is underway to allocate the total budget against individual projects.
- 3.19 **UK Shared Prosperity Fund (UKSPF)** –. The UKSPF is based on three investment priorities: 'Communities and Place,' 'Local Business' and 'People and Skills.' The programme includes the capital element relating to the Phase 1 investment plan that was agreed at Committee on 7th December 2022.
- 3.20 **Wirral Waters Investment Fund** (WWIF)– Regeneration & Place carried out an assessment of the schemes that had been granted access to the WWIF funding stream. Whilst there are several schemes with funding allocated, such as the 'Marine, Energy & Automotive (MEA) Park Phase 2' and 'Egerton House', construction is not anticipated to begin until the next financial year and therefore funding has been reprofiled accordingly.

4.0 FINANCIAL IMPLICATIONS

4.1 This is the Quarter 3 budget monitoring report that provides information on the forecast outturn for the Council for 2022/23. The Council has robust methods for reporting and forecasting budgets in place and alongside formal Quarterly reporting to Policy & Resources and Service Committees, the financial position is routinely reported at Directorate Management Team meetings and corporately at the Strategic Leadership Team (SLT). In the event of any early warning highlighting pressures and potential overspends, the SLT take collective responsibility to identify solutions to resolve these to ensure a balanced budget can be reported at the end of the year.

5.0 LEGAL IMPLICATIONS

5.1 The Council must set the budget in accordance with the provisions of the Local Government Finance Act 1992 and approval of a balanced budget each year is a statutory responsibility of the Council. Sections 25 to 29 of the Local Government Act 2003 impose duties on the Council in relation to how it sets and monitors its budget. These provisions require the Council to make prudent allowance for the risk and uncertainties in its budget and regularly monitor its finances during the year. The legislation leaves discretion to the Council about the allowances to be made and action to be taken.

- 5.2 The provisions of section 25, Local Government Act 2003 require that, when the Council is making the calculation of its budget requirement, it must have regard to the report of the chief finance (s.151) officer as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves.
- 5.3 It is essential, as a matter of prudence, that the financial position continues to be closely monitored. In particular, Members must satisfy themselves that sufficient mechanisms are in place to ensure both that savings are delivered and that new expenditure is contained within the available resources. Accordingly, any proposals put forward must identify the realistic measures and mechanisms to produce those savings.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 At this time, there are no additional resource implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there will be resource implications, and these will be addressed within the relevant business cases presented to the Committee.

7.0 RELEVANT RISKS

- 7.1 The Council's ability to maintain a balanced budget for 2022/23 is dependent on a static financial position. This is an impossible scenario due to estimated figures being provided in the calculation for the 2022/23 budget, albeit the best estimates that were available at the time, plus any amount of internal and external factors that could impact on the budget position in year. Examples of which are the significant emerging inflationary and cost of living pressures, new legislation, increased demand, loss of income, increased funding, decreased funding, inability to recruit to posts, ongoing impact of the pandemic etc.
- 7.2 A robust monitoring and management process for the 2022/23 budget is in place. If at any time during the year an adverse position is forecast, remedial action must be agreed and implemented immediately to ensure the budget can be brought back to balanced position.
- 7.3 The risk of this not being able to be achieved could mean that the Council does not have enough funding to offset its expenditure commitments for the year and therefore not be able report a balanced budget at the end of the year. This could result in the Section 151 Officer issuing a Section 114 notice.
- 7.4 A key risk to the Council's financial plans is that funding and demand assumptions in particular can change as more information becomes available. Significant inflation and cost of living pressures have already impacted the quarter 3 forecast position. and the impact of these pressures will be reviewed and considered in the Medium Term Financial Plan (MTFP) as part of routine financial management.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Consultation has been carried out with the Senior Leadership Team (SLT) in arriving at the governance process for the 2022/23 budget monitoring process and the 2022/23 budget setting process. This report will also be shared and reviewed by the Independent Panel.
- 8.2 Since the budget was agreed at Full Council on 28 February, some proposals may have been the subject of further consultation with Members, Customer and Residents. The details of these are included within the individual business cases or are the subject of separate reports to the Committee.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 At this time, there are no further equality implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there may be equality implications associated with these, and these will be addressed within the relevant business cases presented to the Committee.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 This report has no direct environmental implications, however due regard is given as appropriate in respect of procurement and expenditure decision-making processes that contribute to the outturn position.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 In year activity will have incorporated community wealth implications. Consideration would have taken account of related matters across headings such as the following:
 - **Progressive Procurement and Social Value** How we commission and procure goods and services. Encouraging contractors to deliver more benefits for the local area, such as good jobs, apprenticeship, training & skills opportunities, real living wage, minimising their environmental impact, and greater wellbeing.
 - More local & community ownership of the economy
 Supporting more cooperatives and community businesses.
 Enabling greater opportunities for local businesses.
 Building on the experience of partnership working with voluntary, community and faith groups during the pandemic to further develop this sector.
 - Decent and Fair Employment

Paying all employees a fair and reasonable wage.

• Making wealth work for local places

REPORT AUTHOR: Mark Lightburn (Senior Finance Business Partner) email: marklightburn@wirral.gov.uk

APPENDICES

APPENDIX 1 – Progress on the delivery of the 2022-23 Saving Programme APPENDIX 2 – Earmarked Reserves

BACKGROUND PAPERS

Medium Term Financial Plan Wirral Plan 2021-26

TERMS OF REFERENCE

This report is being considered by the Economy, Regeneration and Housing Committee accordance with Section J of its Terms of Reference:

(j) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions

SUBJECT HISTORY (last 3 years)

| Council Meeting | Date |
|--------------------------------|------------------|
| Policy and Resources Committee | 15 February 2023 |
| Council | 28 February 2022 |
| Policy and Resources Committee | 15 February 2022 |

Appendix 1 - Progress on the delivery of the 2022-23 saving programme

| Saving Proposal | Approved Saving | Green | Amber | Red | Mitigation | Comment | Actual Savings Delivered to Date |
|---|--------------------|---------|---------|---------|------------|--|---|
| Economy Regeneration & Housing Committee | | | | | | | |
| Cease support for Community Alarms | £0.200m | £0.200m | £0.000m | £0.000m | £0.000m | On target to be achieved. Contracts due to end in-year so will deliver saving from Q3 onwards. Full saving will be achieved as lead time to deliver was built into saving | £0.100m |
| Reconfiguration of Commissioned Comelessness Accommodation | £0.115m | £0.115m | £0.000m | £0.000m | £0.000m | On target to be achieved. Contracts changes due in-year so will deliver saving from Q3 onwards. Full saving will be achieved as lead time to deliver was built into saving | £0.055m |
| The Closure Public Conveniences | £0.050m | £0.050m | £0.000m | £0.000m | £0.000m | On target to be achieved. Actual saving achieved to date is from a vacant post, with remaining savings to be delivered over rest of year | £0.040m |
| Corporate buildings - holding costs | £0.050m | £0.050m | £0.000m | £0.000m | £0.000m | On target to be achieved. No actual savings achieved to date. Full savings will not be known until year end when all building costs are in but buildings remain closed so there is no reason the saving will not be achieved. | £0.000m |

| Saving Proposal | Approved Saving | Green | Amber | Red | Mitigation | Comment | Actual Savings Delivered to Date |
|---|--------------------|---------|---------|---------|------------|--|---|
| Capitalisation of Regeneration Staff Salaries Page | £1.423m | £1.300m | £0.123m | £0.000m | £0.123m | Continued review with expectations of the saving being achieved at 90%. Potential for additional project management funding to be available from new grants during the year which will mitigate the shortfall. Mitigation through vacancies and within overall funding package for Regeneration (which includes use of reserves). Timesheets being produced and a line by line review is being undertaken to ensure compliance with capitalisation guidance | £0.500m |
| Fotal Economy Regeneration & Housing Committee | £1.838m | £1.715m | £0.123m | £0.000m | £0.123m | | £0.695m |

Appendix 2 - Earmarked Reserves 2022-23

Economy Regeneration & Housing Committee

| Reserve | Opening Balance £000 | Use of Reserve £000 | Contribution to Reserve £000 | Closing Balance £000 |
|--|----------------------------|---------------------------|------------------------------------|----------------------------|
| Selective Licensing | 1,354 | -119 | 112 | 1,347 |
| Wirral Ways to Work | 496 | 0 | 0 | 496 |
| Regeneration and Inward Investment | 1,423 | -665 | 0 | 758 |
| Urban Development Corporation Bid | 410 | -127 | 0 | 283 |
| Building Control Fee Earning | 468 | 0 | 137 | 605 |
| HMO Licence Fees | 164 | 0 | 80 | 244 |
| Major Infrastructure Project Development | 183 | -121 | 0 | 62 |
| Property Repairs rental income | 276 | -22 | 0 | 254 |
| DCLG Empty Shops Grant | 41 | 0 | 0 | 41 |
| ERDF 4.2 Match Funding | 18 | 0 | 0 | 18 |
| Europa Centre Dilapidations | 83 | -83 | 0 | 0 |
| A/M GMT – Community Fund CAT | 76 | -76 | 0 | 0 |
| Licence Survey Work | 56 | -56 | 0 | 0 |
| Emergency Maintenance and Work in Default | 206 | 0 | 0 | 206 |
| Heritage Fund | 12 | -27 | 15 | 0 |
| Resettlement Programme Grant | 992 | -252 | 0 | 740 |
| Supporting People Programme | 141 | -141 | 0 | 0 |
| Homelessness | 180 | -71 | 0 | 109 |
| Domestic Abuse Bill Grant | 602 | 0 | 0 | 602 |
| Economy Growth | 342 | -342 | 0 | 0 |
| Birkenhead Future High Street funding | 57 | -2 | 0 | 55 |
| Total | 7,580 | -2,104 | 344 | 5,820 |

WIRRAL

ECONOMY REGENERATION AND HOUSING COMMITTEE

WEDNESDAY 08 MARCH 2023

| REPORT TITLE: | ECONOMY REGENERATION AND HOUSING WORK |
|---------------|---------------------------------------|
| | PROGRAMME |
| REPORT OF: | DIRECTOR OF LAW AND GOVERNANCE |

REPORT SUMMARY

The Economy Regeneration and Housing Committee, in co-operation with the other Policy and Service Committees, is responsible for proposing and delivering an annual committee work programme. This work programme should align with the corporate priorities of the Council, in particular the delivery of the key decisions which are within the remit of the Committee.

It is envisaged that the work programme will be formed from a combination of key decisions, standing items and requested officer reports. This report provides the Committee with an opportunity to plan and regularly review its work across the municipal year. The work programme for the Economy Regeneration and Housing Committee is attached as Appendix 1 to this report.

Following the adoption of a revised Constitution by Council on 25 May 2022, the Terms of Reference for Committees were updated so that the agenda of any Committee or Sub-Committee shall only include those items of business that require a decision, relate to budget or performance monitoring or which are necessary to discharge their overview and scrutiny function. The Committee is therefore asked to consider whether any items for future consideration on its work programme need to be reviewed to comply with the revised Constitution. It is proposed that issues on the existing work programme that are for information purposes only can be considered via other means, such as briefing notes or workshops.

RECOMMENDATION

The Economy Regeneration and Housing Committee is recommended to note and comment on the proposed Economy Regeneration and Housing Committee work programme for the remainder of the 2022/23 municipal year.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

1.1 To ensure Members of the Economy, Regeneration and Housing Committee have the opportunity to contribute to the delivery of the annual work programme.

2.0 OTHER OPTIONS CONSIDERED

2.1 A number of workplan formats were explored, with the current framework open to amendment to match the requirements of the Committee.

3.0 BACKGROUND INFORMATION

- 3.1 The work programme should align with the priorities of the Council and its partners. The programme will be informed by:
 - The Council Plan
 - The Council's transformation programme
 - The Council's Forward Plan
 - Service performance information
 - Risk management information
 - Public or service user feedback
 - Referrals from Council

4.0 FINANCIAL IMPLICATIONS

4.1 This report is for information and planning purposes only, therefore there are no direct financial implication arising. However, there may be financial implications arising as a result of work programme items.

5.0 LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from this report. However, there may be legal implications arising as a result of work programme items.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 There are no direct implications to Staffing, ICT or Assets.

7.0 RELEVANT RISKS

7.1 The Committee's ability to undertake its responsibility to provide strategic direction to the operation of the Council, make decisions on policies, co-ordinate spend, and maintain a strategic overview of outcomes, performance, risk management and budgets may be compromised if it does not have the opportunity to plan and regularly review its work across the municipal year.

8.0 ENGAGEMENT/CONSULTATION

8.1 Not applicable.

9.0 EQUALITY IMPLICATIONS

9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.

This report is for information to Members and there are no direct equality implications.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 This report is for information to Members and there are no direct environment and climate implications.

11.0 COMMUNITY WEALTH IMPLICATIONS

11.1 This report is for information to Members and there are no direct community wealth implications.

REPORT AUTHOR: Bryn Griffiths, Senior Democratic Services Officer telephone: 0151 691 8117 email: bryngriffiths@wirral.gov.uk

APPENDICES

Committee Work Plan

BACKGROUND PAPERS

Wirral Council Constitution Forward Plan The Council's transformation programme

TERMS OF REFERENCE

The Economy Regeneration and Housing Committee is responsible for the Council's adult social care and preventative and community based services. This includes the commissioning and quality standards of adult social care services, incorporating responsibility for all of the services, from protection to residential care, that help people live fulfilling lives and stay as independent as possible as well as overseeing the protection of vulnerable adults. The Economy Regeneration and Housing Committee is also responsible for the promotion of the health and wellbeing of the people in the Borough. The Committee is charged by full Council to undertake responsibility for:

- (a) formulation and delivery of the Council's strategic development objectives for planning, sustainability and transportation;
- (b) developing and recommending those plans and strategies which together comprise the Local Plan;
- (c) developing and adopting or recommending (if reserved to Council) other spatial planning documents, including but not limited to
 (i) supplementary planning documents (SPD) and planning policy advice notes;
 (ii) Master Plans and development briefs;
 - (iii) The Infrastructure Delivery Plan; and
 - (iv) [The Community Infrastructure Levy (CIL) when applicable];
- (d) economic development, including but not limited to infrastructure, enterprise, skills and seeking, securing and managing external funds to achieve that, directly or in partnership with joint ventures and external companies or bodies as well as with the Combined Authority and government bodies;
- (e) the Council's functions and partnerships regarding the promotion of economic growth and the establishment and development of business;
- (f) the promotion and development of the economic factors in the area, such as seeking to ensure sufficient and appropriate employment sites, investment, adult skills, apprenticeship schemes, productivity, development sites and so forth;
- (g) overseeing the progress of major projects (including major building, infrastructure or other projects involving the erection or significant alteration of major permanent structures or landmarks) undertaken by the Council directly or as enabler, funder or joint enterprise partner, including but not limited to the Wirral Growth Company LLP;
- (h) the Authority's role and functions in relation to strategic and private sector housing policies and as the housing authority, including but not limited to
 - (i) the Council's Housing Strategy;
 - (ii) homelessness and the allocation of housing;
 - (iii) private sector housing, including taking action to remedy overcrowding, disrepair, unfitness and statutory nuisances; to promote fire safety in private sector housing and the Council's functions in relation to houses in multiple occupation;
 - (iv) licensing schemes;
 - (v) tenancy relations and the provision of housing advice;
 - (vi) relationship with Registered Providers of housing;
 - (vii) housing loans and grants;
 - (viii) housing related support services;
 - (ix) policies and actions with a view to reducing and eliminating street homelessness to ensure that appropriate action is taken; and
 - (x) analysis, development and overview of housing policies in terms of spatial planning to inform the Local Plan and planning policies;

- reviewing major projects and any project boards having regard to capacity to deliver, corporate priorities and resources, and advise the Policy and Resources Committee as appropriate;
- (j) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions; and
- (k) undertaking the development and implementation of policy in relation to the Committee's functions, incorporating the assessment of outcomes, review of effectiveness and formulation of recommendations to the Council, partners and other bodies, which shall include any decision relating to the above functions.

| Council Meeting | Date |
|---|-------------------|
| Economy, Regeneration and Housing Committee | 27 October 2020 |
| | 24 November 2020 |
| | 26 January 2021 |
| | 4 March 2021 |
| | 8 June 2021 |
| | 26 July 2021 |
| | 29 September 2021 |
| | 26 October 2021 |
| | 22 November 2021 |
| | 26 January 2022 |
| | 9 March 2022 |
| | 13 June 2022 |
| | 20 July 2022 |
| | 20 September 2022 |
| | 7 December 2022 |
| | 26 January 2023 |

SUBJECT HISTORY (last 3 years)



ECONOMY, REGENERATION AND DEVELOPMENT COMMITTEE

WORK PROGRAMME 2022/23

Key decisions – to be scheduled

| Item | Key Decision | Wirral Plan Priority |
|---------------------------|--------------|---------------------------------------|
| Application for Financial | Yes | 'Inclusive Economy' |
| Assistance | 100 | |
| Wirral Waters – | Yes | 'Inclusive Economy' |
| Neighbourhood area | 103 | |
| masterplans | | |
| Wirral Waters - | Yes | 'Inclusive Economy' |
| development projects | 100 | |
| Liverpool City Region | Yes | 'Inclusive Economy' |
| Economic Initiatives and | 100 | |
| Funding | | |
| Birkenhead Town Centre | Yes | 'Inclusive Economy' |
| Masterplan | | |
| Hind Street Movement | Yes | 'Inclusive Economy' |
| Strategy | | |
| Hind Street Regeneration | Yes | 'Inclusive Economy' |
| Strategy | | |
| Asset Strategy and Asset | Yes | 'Inclusive Economy' |
| Management Plans | | |
| Assets – Disposals and | Yes | 'Inclusive Economy' |
| Acquisitions | | , , , , , , , , , , , , , , , , , , , |
| Bringing forward of key | Yes | 'Inclusive Economy' |
| development sites – | | , |
| Foxfield, Moreton & Old | | |
| Hall Lane, Bromborough | | |
| Wirral Mass Transit | Yes | 'Inclusive Economy' |
| Business Case | | |
| Liverpool City Region | Yes | 'Inclusive Economy |
| Cycling Walking | | |
| Investment Plan – | | |
| Birkenhead to New | | |
| Brighton | | |
| Liverpool City Region | Yes | 'Inclusive Economy' |
| Transport initiatives and | | |
| Funding programmes | | |

| Future High Streets Fund Projects | Yes | 'Inclusive Economy' |
|--|-----|---------------------|
| Dock Branch Park Masterplan | Yes | 'Inclusive Economy' |
| Birkenhead Waterfront | Yes | 'Inclusive Economy' |
| St Werburgh's Masterplan and Delivery Strategy | Yes | 'Inclusive Economy' |
| Towns Fund projects | Yes | 'Inclusive Economy' |
| Active Travel Programme – regeneration areas | Yes | 'Inclusive Economy' |
| Submission of Outline Business Case for Homes England Funding | Yes | 'Inclusive Economy' |
| Former House of Fraser Site (part) Appointment of residential developer partner | Yes | 'Inclusive Economy' |
| Trafalgar Road CPO | Yes | 'Inclusive Economy' |
| Development of a New Market for Birkenhead | Yes | 'Inclusive Economy' |
| European Structural and Investment Funds – Worklessness programme | Yes | 'Inclusive Economy' |
| Local Development Scheme | Yes | 'Inclusive Economy' |
| Preferred developer for residential development on Europa Boulevard site | Yes | 'Inclusive Economy' |
| Birkenhead Heat Network | Yes | 'Inclusive Economy' |
| Birkenhead Delivery Partnership | Yes | 'Inclusive Economy' |
| Liscard development proposals | Yes | 'Inclusive Economy' |
| Approval for Compulsory Purchase Order | Yes | 'Inclusive Economy' |
| Affordable Homes Statement | Yes | 'Inclusive Economy' |
| Amendment to Housing Financial Assistance Policy | Yes | 'Inclusive Economy' |
| Housing Growth Strategy – Delivering for Wirral | Yes | 'Inclusive Economy' |
| Old Hall Lane Bromborough | Yes | 'Inclusive Economy' |
| New Ferry Community | Yes | 'Inclusive Economy' |

| Clubhouse Capital | |
|-------------------|--|

Non- Key Decisions and Update Reports

| Item | Lead Departmental Officer | Wirral Plan Priority |
|-----------------------------------|------------------------------|----------------------|
| Council House Building Options | Lisa Newman | 'Inclusive Economy' |
| Finding land | Lisa Newman | Inclusive Economy' |

REFERRALS FROM COUNCIL

| Item | Lead Departmental Officer |
|---------------------------|---------------------------|
| Notice of Motion – energy | Lisa Newman |
| efficiency residential | |

STANDING ITEMS AND MONITORING REPORTS

| Item | Reporting Frequency | Lead Departmental Officer |
|--|---------------------|------------------------------|
| Financial Monitoring Report | TBC | Shaer Halewood |
| Regen Committee Work Programme Update | TBC | Committee Team |

WORK PROGRAMME ACTIVITIES OUTSIDE COMMITTEE

| Item | Format | Timescale | Lead Officer | Progress |
|--------------------------------|-----------|-----------|--------------|----------|
| Working Groups/ Sub Committees | | | | |
| | | | - | _ |
| Active Travel Working | Workshops | Ongoing | Julie Barnes | Ongoing |
| Group | | | | |
| Regeneration Working | Workshops | Ongoing | Matthew Neal | Ongoing |
| Group | | | | |

Agenda Item 14

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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Agenda Item 15

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Agenda Item 16

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